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Reports.

Reviewing the Administration Report of the Marine Department for 1886-87.

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

From J. H. TAYLOR, Esq., Lieut., R.N.R., Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 28th June 1886, No. 5675.

I have the honor to forward the Administration Report of the Marine Department for the official year 1885-86. The usual summary is appended.

Enclosures.

Administration Report of the Marine Department, Madras Presidency, for the official year 1885-86.

During the past official year there were no changes in the staff of the department, except that Mr. G. A. Phipps, Port officer, Tuticorin, having returned from England and resumed charge of his office at Tuticorin, Mr. G. W. Wicks reverted to his appointment at Mangalore, and Mr. H. D. Baddeley assumed charge of his permanent post as Port officer, Gopalpur. Mr. W. H. Bartlett, First Assistant Master Attendant, availed himself in July of one month's privilege leave of the three months granted him, and Mr. C. H. Rowland was appointed to act for him during his absence. Mr. J. H. Dennison, Port officer, Negapatam, was granted in August three months' privilege leave, and Mr. G. W. Wicks, Port officer, Mangalore, proceeded on similar leave in September for one month and seventeen days. Mr. T. E. Marshall, Deputy Master Attendant, also had a month's privilege leave in September, Mr. H. D. Baddeley, Port officer, Gopálpur, was granted privilege leave for two months and seventeen days to be availed of in October. Mr. W. A. Jarvis, Port officer, Vizagapatam, owing to ill-health, obtained in November four months' sick leave, but not having improved, under medical advice proceeded to Europe in March on one year's extension of leave, and Mr. J. C. Lyster was appointed to act for him until further orders.

Marine Acts and Bills.—Act XII of 1885 to amend the Native Passenger Ships Act VIII of 1876, and the Madras Act III of 1885 for levying of landing and shipping fees within the out-ports of the presidency of Fort St. George, were passed during the year.

The other Marine Acts calling for notice are as follows :—

Act X of 1841.—The French Barque *Marguerite* having been purchased by certain natives belonging to Pondicherry, the British Consular Agent applied on their behalf for the registry of the vessel as a British ship, but the opinion of the Government Solicitor being adverse thereto, the request was not granted.

Native Passenger Ships Act VIII of 1876.—Under section 49, further provision was made as regards space for passengers, and under section 46, a new rule was substituted for rule 39 of the rules published in notification of 15th February 1884. The ruling that local knowledge by the officers of a ship of the channels to be navigated was essential for the grant of certificate B to vessels was authoritatively declared by the Government of India to mean that not less than two of the officers of a vessel should be competent to navigate her. Under section 46, as amended by Act XVII of 1883, certain conditions as regards space on upper deck for passengers, and the supply of awnings for that portion of the deck used by passengers, were to be enforced, before granting certificate B for a long voyage.

Act I of 1877.—The landing of timber opposite the light-house was sanctioned, rent being charged for storage space occupied.

Quarantine Act No. I of 1870.—A standard form of bill of health was ordered by the Government of India to be adopted at all Indian ports.

Act I of 1859.—Under section 8, authority was granted for the duties of a shipping office to be conducted at the offices of the Superintendents of Sea Customs at Cuddalore and Porto Novo.

The Madras Harbour Dues Act VI of 1882.—Under section 6, additions as to rates for godown rent on timber, logs, &c., were made to Schedule B appended to the notification, dated 2nd September 1884, relating to the levy of harbour dues.

The Indian Steam Ships Act VII of 1884.—Under section 2, sub-section (1), it was notified that the Act should come into force on and from the first day of December 1885.

Service Books.—The orders of Government with regard to the due and correct maintenance of the service books of the employés in the Marine Department were carefully attended to.

Expedition to Burma.—The expeditionary force for the war in Burma was despatched from Madras. The transports employed were partly Indian Marine vessels and partly hired vessels, the latter having all been engaged by the Director of the Indian Marine, Bombay. The following troops were embarked :—

Q-1st and 4-1st, Royal Artillery.
1st Madras Infantry (Pioneers.)
21st do. do.
C Company, Sappers and Miners.
12th Madras Infantry.
D and H Companies, Sappers and Miners.
The Hampshire Regiment.
25th Madras Infantry.
23rd do.

The vessels employed were the I. M. Steamers *Clive*, *Tenasserim* and *Canning*, and the hired steamers *Nevasa*, *Empress of India*, *Adowa*, *Nur Jehan* and *Bhundara*. Several transports were signalled on the 2nd November, but owing to bad weather, shipment was delayed till the 3rd, and on the same night three transports sailed from Madras, followed by others on the 4th and 5th, and the last sailed on the 6th, the embarkation of the whole force with stores, &c., not occupying more than 4 days.

Wrecks and Casualties.—These were not as numerous as the previous year's. They may be summed up as follows :—Strandings 21, collisions 2, founderings 2, and miscellaneous 3. They do not call for any particular remarks, except that in the case of the steamers *Karamania* and *Tangier*, which within a short time were one after the other wrecked on the same danger, viz., the outlying rocks near Tripalore reef. Both vessels were, however, floated off and taken to Calcutta. Unfortunately, while the *Tangier* was on shore, the Commander, Mr. Lee, a diver, and some others met with their death by inhaling the poisonous gas from the hold. The only other case of loss of life was that of Pámban boat No. 104, which capsized while sailing from Pámban to Kílakarai, and one man and two women, passengers, were drowned.

Appendix A.

Weather.—A cyclone visited Madras on the 2nd November. On the 1st, the weather was gloomy with drizzling rain, and at night the wind increased in force, blowing in heavy gusts, which was followed on the 2nd by a cyclone, the vortex passing north of Madras.

Navigation and Trade.—Table B in the appendix gives full particulars regarding the navigation and trade for each port in the Presidency. The marginal statement shows the number of vessels, their tonnage, and the dues collected thereon, in the whole Presidency, under two heads, viz., Out-ports and Madras. The British vessels entering the out-ports were 2,341 of 3,081,683 tons burden, or an average of 1,316 tons, paying port dues at the rate of 7 pies per ton, and the principal ports visited were as follows: Cocanada and Cochin 278 respectively, Negapatam 244, Bimlipatam 187, Masulipatam 152, Tellicherry 148, Vizagapatam 144, Calicut 139, Tuticorin 135, Gopálpur 131, and Cannanore 127. The foreign vessels were principally small native craft from the Persian Gulf, Arabia, &c., which frequent ports on the West Coast, and the ports at which the largest number touched were Barkur or Hangoikotta 264, Mangalore 112 and Calicut 107. The average burden of these vessels was 251 tons, and they paid 17 pies per ton in dues. The average burden of country craft was 36 tons, and the dues paid were 5 pies per ton. There are 148 ports in the Presidency at which dues are levied, at 24 of which the rate of 3 annas per ton is charged, and at the rest the rate of 2 annas per ton, but the collections fall short of these rates, owing to the exemption in the case of coasting steamers and sailing vessels, and the grouping of ports. Moreover, the country craft pay only half the prescribed rates of port dues. From the above, it will be seen that although the highest rate of port dues chargeable is 3 annas per ton, the actual rates paid averaged from 5 to 17 pies per ton. The dues collected were 0·14 per cent. of the value of the whole trade at the out-ports, amounting to Rs. 11,99,77,452.

—	Vessels.	Number.	Tonnage.	Dues.
				Rs.
Outports ..	British ..	2,341	3,081,683	1,20,035
	Foreign ..	800	200,716	17,899
	Native ..	35,578	1,298,399	37,804
	Total ..	38,719	4,580,798	1,75,738
Madras ..	British ..	444	729,156	1,42,594
	Foreign ..	57	65,916	6,372
	Native ..	368	54,303	2,031
	Total ..	869	849,375	1,50,997

At Madras the total number of vessels which visited the port was 869, of which 444 were British of 729,156 tons burden, 57 Foreign of 65,916 tons, and 368 Native of 54,303 tons. The first class of vessels paid Rs. 1,42,594 in dues, or at the rate of 3 annas per ton; the second paid Rs. 6,372, or at the rate of 18 pies per ton; and the last paid Rs. 2,031, or at the rate of 7 pies per ton. It will thus be seen that while the port dues charged at Madras is 6 annas per ton, the actual rates paid by vessels averaged from 7 pies to 3 annas per ton, owing to the causes pointed out above. The dues collected at Madras were 0·15 per cent. of the value of the sea-borne trade of the port, viz., Rs. 9,73,04,182.

Trade.—The subjoined statement exhibits the value of, and duty on, the imports and exports of the whole Presidency for the official years 1884-85 and 1885-86, and of the principal ports during the year under review :—

All ports.	Tonnage.	Value of			Sea Customs Revenue.		
		Imports.	Exports.	Total.	Imports.	Exports.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1884-85	5,155,734	8,10,76,791	14,86,49,657	22,97,26,448	42,820	8,62,304	9,05,124
1885-86	5,430,172	9,51,45,301	12,21,36,333	21,72,81,634	5,09,903	3,36,308	8,46,211
Madras	849,375	5,49,00,707	4,24,03,475	9,73,04,182	4,69,506	16,727	4,86,233
Cocanada	402,955	23,10,684	1,25,51,762	1,48,62,446	5,164	42,747	47,911
Cochin	443,857	64,79,539	78,69,617	1,43,49,186	16,623	377	17,000
Tuticorin	246,124	32,42,533	1,09,37,623	1,41,80,156	314	29,508	29,822
Tellicherry	255,680	35,38,400	79,21,501	1,14,59,901	2,651	..	2,651
Negapatam	462,074	47,86,122	59,09,743	1,06,95,865	1,660	1,33,226	1,34,886
Mangalore	219,200	29,62,084	65,63,646	95,25,730	3,069	2,038	5,107
Calicut	397,161	39,65,911	18,12,022	57,77,933	5,051	1,169	6,220
Beypore	163,830	7,35,569	40,88,155	48,23,724	251	..	251
Cannanore	234,323	25,38,995	15,97,421	41,36,416	1,013	..	1,013
Badagara	95,832	6,77,216	10,25,632	17,02,848	..	..	..
Bimlipatam	249,419	18,12,246	34,33,752	52,45,998	816	..	816
Gopálpur	189,674	11,99,752	33,33,772	45,33,524	1,715	699	2,414
Masulipatam	222,885	8,12,053	27,36,420	35,48,473	..	..	..
Vizagapatam	198,986	8,36,594	20,12,825	28,49,419	1,880	..	1,880
Cuddalore	53,014	5,40,732	7,81,011	13,21,743	..	10,409	10,409
Udipi	18,398	5,14,535	5,28,528	10,43,063	27	..	27

Port Fund.—The particulars of receipts and charges of each port are shown in Appendix C. The total income was Rs. 2,04,510, and the total expenditure Rs. 2,95,191, or Rs. 90,681 in excess of receipts, owing to heavy expenditure on marine works, the allotment for the erection of the Gopálpur pier alone having been Rs. 1,27,093. The receipts, as compared with those of last year, which amounted to Rs. 2,51,300, show a decrease, which is accounted for by the reduction in the rate of port dues charged on coasting steamers from 4½ to 3 annas per ton. At the close of the official year, the Port Fund—Out-ports stood thus :—

	Rs.
Credit balance on 1st April 1885	8,06,473
Receipts during the year	2,04,510
	10,10,983
Charges during the year	2,95,191
Balance on 31st March 1886 ..	7,15,792

At Madras the receipts during the year amounted to Rs. 1,82,398, and the charges to Rs. 1,24,958, showing a surplus of Rs. 57,440, which added to the credit balance brought forward from the previous year amounts to Rs. 2,01,294, and represents the sum remaining on hand at the close of the last official year.

Madras.

Semaphore.—Worked satisfactorily during the year.

Tidal Observatory.—Was in good working order during the year.

Artificial Harbour.—The rates of harbour dues were reduced as follows : From Rs. 1-9-6 per ton on goods landed and shipped on the pier to Rupee 1; and from Rs. 1-5-6 per ton on goods landed and shipped on the beach to Annas 12. There was, in consequence, a falling off in the collections during the year, which amounted to Rs. 3,35,644. The receipts of the previous year were Rs. 3,69,889. The charges during the year were Rs. 1,21,356. A contribution of Rs. 25,000 was granted by Government from the Madras Port Fund to Harbour dues account.

Out-ports.

Gopálpur.—The construction of the iron pier was commenced early in March 1886, and was steadily progressing. The allotment for expenditure on this work for the year was Rs. 1,53,521. The export trade was dull owing to bad seasons. The imports during the year were principally

piece-goods and iron work for the pier. The passenger traffic with Burma, owing to the war, was less than the previous year's. The flagstaff was in good order. There were 111 licensed boats in good working order.

Calingapatam.—The trade at this port was also affected by bad seasons and restricted demand. Two thousand five hundred and three passengers were shipped for Rangoon, and 2,583 returned from that port. The flagstaff was in good condition. Out of 143 licensed boats, only 75 passed inspection, the others were laid up for repairs.

Bimlipatam.—The experiment of cutting a new boat channel was carried out successfully, but the result was that, when the fresh winds from the south commenced and the inshore current set in strong to the north, it shifted to the northward near the position of the old channel. There was an increase in exports owing to the great demand in the English market for jaggery, gingelly, &c., seed. The imports were less from temporary causes. There were 50 serviceable and 75 unserviceable boats at this port. The flagstaff was in good condition. A larger number of passengers was shipped and landed than the previous year.

Vizagapatam.—The trade at this port was firm. The exports were principally jaggery, and the imports were chiefly rice and metals. The flagstaff was in good condition. There were 205 boats in serviceable condition at this port.

Cocanada.—The tidal observatory at Vizagapatam was transferred to this port. The groyne extension work was progressing. The north groyne was extended 310 running feet, and the south one 355 running feet, but owing to sinkage the work was thrown back a good deal. As the groynes advanced the scour deepened the channel, and hopes were entertained that, when they turned to the north-eastward, the combined scour of the Cocanada river and that from Coringa might keep the passage free. The Priestman's dredger commenced to work at this port during the year, and it was found that, with the exception of want of beam in the boat, she could be made a great success, doing the work more expeditiously and cheaper than the old style of dredge. Four mud punts were constructed at a cost of Rs. 6,289-10-5. There was an increase in the passenger traffic at this port. The trade showed a decrease, although there was an increase in the number of vessels and tonnage.

Masulipatam.—The trade at this port showed a decrease both in exports and imports, owing to fluctuations in the Calcutta market, and demands generally being slack. The flagstaff was fitted during the year with a new top-gallant mast and a yard. There were thirty-six boats and three pinnaces at this port in an efficient condition.

Porto Novo.—There was a brisk trade carried on between this port and the Straits Settlements, the exports consisting chiefly of ground-nuts and piece-goods of local manufacture. The wharf at this port is of great convenience for the landing and shipping of goods. There were twenty-four serviceable and six unserviceable boats.

Cuddalore.—The trade at this port exhibited an increase in imports, consignments of coal from England being received for the South Indian Railway, and Messrs. Parry and Co. for their sugar works and distillery. There was a falling off in exports, owing to the small quantity of sugar and rum shipped during the year. The number of boats at this port was fifty-three serviceable and twenty-two unserviceable.

Tranquebar.—There was no improvement in the trade at this port. The flagstaff was in good condition. There were 25 boats in working order.

Negapatam.—The tidal observatory at this port worked satisfactorily. The passenger traffic with Burma was carried on largely, and the rapid development of trade with the Straits Settlements was followed by several lines of steamers being established. Large shipments of cattle, consisting of 7,609 bullocks and 3,566 sheep, were made. The number of passengers shipped and landed were 54,688. The jetty was in good order. The attempts made to work the Bruce's dredger proved unsuccessful, and the arrival of an expert from England was awaited to remedy the defects of the same. There were 168 serviceable boats at this port.

Pámban.—Besides the usual native craft, the British barque *Fiery Cross*, of 656 tons, the barque *Countess of Derby*, of 750 tons, and the Australian three-masted schooner *Janette*, passed through the channel during the year. The total number of vessels that used the pass was 1,086, including thirty-three steamers, and their aggregate tonnage amounted to 111,321 tons. There was, however, a decrease in the pilotage earnings owing to the port not having yet recovered from the effects of the large destruction of shipping, which regularly frequented the channel, in the cyclones of October and December 1884, but improvement was observed to begin to set in. The Government share of pilotage amounted to Rs. 10,604-7-4, and the pilots' share Rs. 2,658-10-8. The flagstaff was painted, and the rigging fresh set up.

Tuticorin.—From the 1st September last, a toll of six pies was levied on passengers using the pier at that port, and bye-laws were passed for observance on that structure. There was a falling off in the shipment of cotton, which is the staple article of export, owing to an unusually short crop, but in consequence of a large demand in the American market, there was an increase in the shipment of jaggery. There were one steam-launch, three schooner-rigged boats, sixty-one dhonies, and two life-boats plying at port.

Cochin.—There was a large import of rice and paddy at this port. No vessels were built during the year. The senior pilot was ordered by Government to be retired, owing to the grounding of the barque *Cyrene* through his carelessness and previous complaints made against him. The head clerk of the Port office was convicted of embezzlement of public money, and sentenced to eighteen months' rigorous imprisonment. The flagstaff was in good order. One hundred and ninety-eight vessels, aggregating 42,306 tons, entered the port, and the pilotage fees amounted to Rs. 4,418-9-0, of which the Government share was Rs. 1,767-6-9.

Calicut.—The trade at this port was in a flourishing condition. The chief articles of export to Europe were coffee, cardamoms, turmeric, pepper, ginger, tea and cinchona. The anchorage buoy at Calicut and the Coote Reef buoy were in position and good order. The flagstaff was in good condition. There were thirty large cargo-boats and seventy-seven canoes, besides two steam-launches, licensed to ply at this port and Beypore.

Tellicherry.—The exports and imports at this port showed a decrease as compared with those of last year. There were fifty-two boats in good order.

Cannanore.—The boat jetty was completed, and afforded great facility for the embarkation and landing of troops. Fifty-eight boats were fit for work at this port.

Mangalore.—Of the two mouths to the harbour, the Netraiwuttee mouth was the one used for traffic during the year. The backwater was in an unsatisfactory state owing to the two mouths being both open. Of the 136 boats on the register, 87 were inspected and licensed.

Summary.

In reviewing the administration of the Marine Department for the official year 1885-86, its financial position in regard to the out-ports underwent a change as compared with that of the past year. Although the Port fund receipts covered the ordinary expenditure of the year, yet they were less than the previous year's collections, in consequence of the reduction in the coasting rate of port dues from 4½ to 3 annas; and a large sum of Rs. 1,27,923 having been expended on the construction of the Gopálpur pier, the charges were swelled to Rs. 2,95,191, or Rs. 90,681 in excess of receipts, which amount was met from the balance standing to credit of the Port fund. The receipts and charges for the last 2 years were as follow:—

	Receipts.	Charges.	Credit Balance.
	Rs.	Rs.	Rs.
1884-85	2,51,300	2,18,451	8,11,004
1885-86	2,04,510	2,95,191	7,15,792

At Madras the receipts were Rs. 1,82,398 and the charges Rs. 1,24,958, showing a surplus of Rs. 57,440, and the balance to credit of Port fund amounted to Rs. 2,01,294. The harbour dues receipts for the year amounted to Rs. 3,35,644 and charges to Rs. 1,21,356, the difference being Rs. 2,14,288 in favor of receipts. A reduction was made in the tolls levied, which caused a decrease in receipts. Navigation and trade showed an improvement in tonnage and imports, but a fall in exports, as compared with the results of the previous year, the decrease being principally attributable to the small shipment of cotton at Tuticorin—the result of a short crop. The returns of the past two years were as hereunder shown:—

	Tonnage.	Dues.	Imports.	Exports.
		Rs.	Rs.	Rs.
1884-85	5,155,734	3,29,400	8,10,76,791	14,86,49,657
1885-86	5,430,172	3,26,735	9,51,45,301	12,21,36,333

The vessels that entered at Madras and the out-ports were British 444, Foreign 57, and Native 368 at the former, and British 2,341, Foreign 800, and Native 35,578 at the latter, aggregating 849,375 tons, and 4,580,798 tons respectively. The port dues paid at Madras averaged from 3 annas to 7 pies per ton, while at the out-ports the payments ranged from 5 pies to 17 pies per ton. The dues collected were 0·14 per cent. of the value of the whole trade at the out-ports, amounting to Rs. 11,99,77,452, and 0·15 per cent. of the value of the sea-borne trade at Madras, amounting to Rs. 9,73,04,182. The number of shipping casualties was less than that of the previous year, viz., 21 strandings, 2 collisions, 2 founderings and 3 miscellaneous. In one case there was a loss of several lives on board a stranded vessel from the effects of poisonous gas from the hold, and in another, three lives were lost from the capsizing of a boat. At Gopálpur, the construction of an iron pier was commenced during the year. An expeditionary force for the war in Burma was despatched from Madras consisting of two batteries of Artillery, five Native and one British regiment, and three companies of Sappers and Miners, and the number of vessels employed was nine. The embarkation of troops, provisions and stores and the despatch of the vessels occupied not more than four days, notwithstanding the monsoon season that prevailed. Two Marine Acts were passed, viz., Act XII of 1885 to amend the Native Passenger Ships Act VIII of 1876, and Madras Act III of 1885 for levying of landing and shipping fees within the out-ports of the Presidency of Fort St. George. A cyclone was experienced at Madras on the 2nd November, but no damages were caused.

APPENDIX A.

Statement of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the official year 1885-86.

Date of casualty.	Name of vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
8th April 1885.	(*Stranding.*) Padow *Dohitpussa*, Tindal, Allia.	$49\frac{65}{100}$	This vessel was laden with coals from Bombay for Mangalore; she was unseaworthy, and, moreover, sprang a leak on the voyage, which, on arrival at Mangalore, increased so rapidly that the tindal was compelled to run her aground at the Gooroopur river mouth, where she broke up. Loss of cargo, about Rs. 800.	
8th „ „	(*Stranding.*) British Ship *Kalmia*, Master, G. G. Campbell.	1,798	Was bound with salt from Liverpool to Calcutta. Went ashore off Rumalunka, Orissa coast, owing to a strong set to the north-west.	
23rd „ „	(*Stranding.*) Br. Ship *Kherooneee*, Master, E. M. Finch.	1,710	Was bound from Madras to Vizagapatam, when, in bearing False Point Divi east, 2 miles, she took the ground, but as soon as the casualty was discovered, ran out a kedge and hove the vessel off at once.	
14th May „	(*Stranding.*) Dhoney *Theroporoor Moorugien Puravey*, Tindal, Manikam Pillay.	155	Left Quilon with a cargo of timber, &c., for Pondicherry and Madras. The dhoney is said to have been overladen. At the Pulli shoal, Poomay channel, Gulf of Manaar, the tindal, finding himself near the breakers, anchored. Here she filled and sank. Partial loss to cargo, Rs. 100. Vessel was floated after discharging cargo.	
28th „ „	(*Stranding.*) British S.S. *Willingale*, Master, T. Davies.	1,312	Touched the ground in bearing Armeghon shoals 14° North, 80° 17′ East, on the voyage from Cocanada to Boston. Put into Madras, was examined by the Government diver and found to have sustained no damage, and resumed her voyage.	
....	(*Miscellaneous.*) Odey *Fathel Moneer*, Tindal, Hossain.	20	Was driven out of her course from Suvadeeve (Maldive Islands) to Addu, dismasted and drifted before the wind up the Gulf of Manaar to Pámban. Partial loss to vessel, Rs. 10.	

6th June „	(*Collision.*) Brig *Meeramadam*, Tindal, Mohidin.	88	Dragged her anchors, through stress of weather, at Keelakara, and fell on the Brig *Thanaletchmy*. Partial loss to the *Meeramadam*, Rs. 45, and to the other vessel, Rs. 50.	
	Brig *Thanaletchmy*, Tindal, Noor Mahomed.	$167\frac{7}{130}$		
8th „ „	(*Stranding.*) French Brig *Patrie*, Master, A. Peillard.	547	Went ashore at Point Gordeware and became a total wreck. She was bound from Pondicherry with general cargo for Réunion. Portion of the cargo was lost, value unknown. Vessel was insured for 80,000 francs.	
11th July „	(*Stranding.*) British Barque *Warrior*, Master, D. Evans.	483	Was bound from False Point with rice for Cochin, when in Lat. 10° 5′ North, Long. 98° 25′ East, she touched the ground on a mud bank and floated off after two hours. No loss or damage of any kind.	
12th „ „	(*Stranding.*) Schooner *Emmanuel*, Tindal, M. A. Rahiman.	92	Grounded in the Inner Harbour, Tuticorin, and remained so till high water the following day, when she floated off. No loss or damage.	
13th „ „	(*Miscellaneous.*) British Barque *Fiery Cross*, Master, D. Rees.	694	In heaving short, off Elwale Thoray, Palk's Strait, the chain snapped on the windlass and the bower anchor was lost with 12 fathoms chain.	
14th „ „	(*Stranding.*) British Barque *Fiery Cross*, Master, D. Rees.	694	Touched the ground near the anchorage at Pámban, but backed off at once without any damage.	
15th „ „	(*Miscellaneous.*) Schooner *Virgin Maria Joseph St. Anna*, Tindal, Vissuvasam.	82	Capsized suddenly in the Tuticorin harbour after discharging ballast, but was righted the following day. No damage to hull. Slight damage to the rigging, &c., Rs. 150.	
16th October „	(*Stranding.*) Cotiya *Hari Prasad*, Tindal's name unknown.	$69\frac{17}{100}$	Was bound to Mangalore with coals, &c., from Bombay. When entering Mangalore harbour, she drifted on shore at the Nitravathy river mouth. Loss to cargo, Rs. 1,280.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the Official Year 1885-86—*continued.*

Date of casualty.	Name of vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
21st October 1885.	(*Stranding.*) Dhoney *Kumarasamy Bakia Lakshmy*, Tindal Ahmed S. Markar.	142	Struck on a rock near Pámban, sprang a leak and was consequently run ashore. Loss to vessel Rs. 3,000; cargo Rs. 3,850.	
2nd Nov. „	(*Stranding.*) Manji *Safer Salamati*, Tindal Ahmad.	9½	Stranded on the sand bank off Kirtishwar, coast of South Canara. Partial loss to Manji Rs. 100, to cargo Rs. 275.	
5th „ „	(*Stranding.*) Pattamar *Kalian Prasad*, Tindal Gopal.	48	Went ashore near Kásaragód, coast of South Canara, after having sprung a leak. Partial loss to vessel Rs. 1,300, to cargo Rs. 1,297.	
13th „ „	(*Stranding.*) Schooner *Subramania Puravy*, Tindal Oasam Pillay.	82¼	Struck on the Manauli Reef, Gulf of Manaar, but was got off afterwards. Partial loss to cargo Rs. 150.	
(Unknown) ..	(*Stranding.*) Ganja *Kalian Passa*, Tindal Poonjah.	100	This vessel left Calicut in September with timber, &c., for Kutch. Off Mont Dilly she encountered bad weather and was struck with a squall, became waterlogged and after drifting about for over a month, stranded about 3 miles west of Mont Dilly, Malabar Coast, and became a total wreck. Loss to vessel Rs. 5,000. What cargo remained on board was salved. Crew were picked up and taken to Bombay.	
12th Dec. „	(*Stranding.*) Br. S. S. *Karamania*, Master J. Cringle.	2,044	Went ashore at Puttapallam south of Madras, but was got off subsequently and proceeded to Calcutta; sustained very slight damages.	A Court of Inquiry was held at Calcutta. The accident was attributed to the strong southerly current that runs parallel to the shore at this time of the year. It was considered unnecessary to deal with the Master's certificate.

18th „ „	(*Stranding.*) Br. S.S. *Tanjier*, Master J. C. Morton.	1,239	Went ashore south of Madras, Tripalore temple, bearing N.W. by W. ¼ W. distance 4¾ miles, 1⅓ to 2 miles off shore. Vessel was floated after some time.	A Court of Inquiry was ordered, but as the Commander died on board from the effects of foul gas, and as he had previously intimated that he was solely responsible for the vessel's navigation, the inquiry was not proceeded with.
19th „ „	(*Stranding.*) Barque *Cyrene*, Master J. Luckham.	592	Grounded on the south sand at the entrance to Cochin river and bar while proceeding out of the harbour to sail for London.	A Court of Inquiry was held. The casualty was attributed to the incompetency of the pilot, who was removed from his post by order of Government.
21st „ „	(*Stranding.*) Muchwa *Daria Palak*, Tindal Chayubba.	13	Struck on the northern sand spit at the Gurupur mouth, Mangalore harbour, and broke up. Loss to vessel Rs. 250. Partial loss to cargo Rs. 36.	
7th Jan. 1886 .	(*Foundering.*) Boat No. 104 of Pámban, Tindal Ibralu Nina.	9	Capsized near Muttupetta while sailing from Pámban to Kilakarai; 1 man and 2 women (passengers) were drowned.	
18th „ „	(*Stranding.*) Pattamar *Ahamudie*, Tindal Oomar Beary.	56	Grounded in Mangalore harbour, but floated off at high tide without damage.	
28th „ „	(*Collision.*) Padam *Lukshmi Passa*, Tindal Hajee Hassan.	55	This vessel was proceeding out of Mangalore harbour for Bombay when the Gunja *Fathay Khan* (also outward bound) struck her, and she was towed back. Partial damages to the *Lakshmi Passa* Rs. 162; cargo jettisoned Rs. 220.	
2nd Feb. „	(*Foundering.*) Gunja *Futhul Kureem*, Tindal Hussman.	109	Capsized 12 miles N.W. of Quilandi, Malabar coast, owing, it is believed, to improper stowage of her cargo. The crew were picked up by a passing native craft and landed at Calicut. Partial loss to vessel Rs. 2,000; cargo Rs. 500.	
29th March „	(*Stranding.*) Br. Ship *Ogwen*, Master H. Evans.	1,380	Went ashore at the south end Prinnera or Moolki roads, coast of South Canara, and became a total wreck. She was bound from Cardiff with coals for Bombay. Value of vessel £16,000; cargo Rs. 42,000.	A Court of Inquiry was held at Bombay.

APPENDIX B.

PARTICULARS of the Trade of the Ports in each District for the Official Year 1885-86.

Districts.	Names of Ports.	British.			Foreign.			Country or Native.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8	9	10	11
				RS. A. P.			RS. A. P.			RS. A. P.
Ganjam	Gopálpur	131	182,905	10,077 0 0	3	6,446	1,035 0 0	4	323	30 0 0
	Ganjam	..	..	..	..	..	..	..	..	..
	Sonapore	..	..	..	..	..	..	..	..	..
	Báruva	..	..	..	..	..	..	..	..	..
	Púndi	21	28,187	..	..	..	..	..	..	..
	Bavanapad	..	..	..	..	..	..	19	1,599	89 0 0
	Calingapatam	..	..	..	..	..	..	4	278	19 0 0
		79	104,258	3,029 0 0	4	4,607	716 0 0	..	..	..
	Total ..	231	315,350	13,106 0 0	7	11,053	1,751 0 0	9	1,497	109 0 0
Vizagapatam	Vizagapatam	144	186,092	5,588 15 3	3	3,606	616 2 0	73	9,288	631 13 5
	Bimlipatam	187	240,616	5,386 10 3	5	8,481	1,075 6 6	5	322	23 4 0
	Total ..	331	426,708	10,975 9 6	8	12,087	1,691 8 6	78	9,610	655 1 5
Godávari	Cocanada	278	356,402	13,012 15 6	23	26,974	4,355 14 6	117	19,579	1,351 13 11
	Coringa	..	..	..	..	..	..	8	1,098	56 13 8
	Narsápur	..	..	..	..	..	..	13	472	14 12 11
	Total ..	278	356,402	13,012 15 6	23	26,974	4,355 14 6	138	21,149	1,423 8 6
Kistna	Masulipátam	152	200,270	4,878 1 9	1	134	8 6 0	283	22,481	984 10 9
	Nizampatam	..	..	..	..	..	..	83	6,468	183 6 0
	Kottapalem	..	..	..	..	..	..	132	6,394	178 0 0
	Pennumudi	..	..	..	..	..	..	18	208½	2 3 0
	Moratota	..	..	..	..	..	..	5	141½	5 13 6
	Bodduvanipallem	..	..	..	..	..	..	2	25	..
	Gangadipalem	..	..	..	..	..	..	3	122½	3 0 6
	Ipurupálem	..	..	..	..	..	..	33	6,469	229 3 0
	Motupalli	..	..	..	..	..	..	1	26	1 10 0
	Total ..	152	200,270	4,878 1 9	1	134	8 6 0	560	42,335½	1,587 14 9
Nellore	Kottapatam	12	17,556½	..	..	..	..	25	2,146 $\frac{60}{130}$	48 6 6
	Rámapatam	..	..	..	..	..	..	12	2,177 $\frac{76}{130}$	13 5 0
	Chennayapalem	..	..	..	..	..	..	2	460	..
	Iskapalle	..	..	..	..	..	..	2	208½	..
	Juvaladinne	..	..	..	..	..	..	2	208½	..
	Krishnapatam	..	..	..	..	..	..	16	1,921 $\frac{1015}{1040}$	6 8 3
	Total ..	12	17,556½	..	..	..	..	59	7,123 $\frac{87}{1040}$	20 5 0
										88 8 9

Particulars of the Trade of the Ports in each District for the Official Year 1885-86—*continued.*

Districts.	Names of Ports.	Total.			Value of		Duty on	
		Vessels.	Tonnage.	Dues.	Exports.	Imports.	Exports.	Imports.
		12	13	14	15	16	17	18
				RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Ganjam	Gopálpur	138	189,674	11,142 0 0	33,33,772 0 0	11,99,752 0 0	699 0 0	1,715 0 0
	Ganjam	..	..	..	..	..	..	..
	Sonapore	..	..	..	..	..	..	..
	Báruva	40	29,786	89 0 0	54,255 0 0	4,157 0 0	..	..
	Púndi	4	278	19 0 0	3,448 0 0	1,406 0 0	..	..
	Bavanapad	..	..	..	..	..	..	..
	Calingapatam	..	..	..	..	..	..	10 0 0
		92	110,362	3,854 0 0	6,93,120 0 0	77,030 0 0	..	..
	Total ..	274	330,100	15,104 0 0	40,84,595 0 0	12,82,345 0 0	699 0 0	1,725 0 0
Vizagapatam	Vizagapatam	220	198,986	6,836 14 8	20,12,825 0 0	8,36,594 0 0	..	1,879 15 8
	Bimlipatam	197	249,419	6,485 4 9	34,33,752 0 0	18,12,246 0 0	0 12 0	811 15 8
	Total ..	417	448,405	13,322 3 5	54,46,577 0 0	26,48,840 0 0	0 12 0	2,691 15 4
Godávari	Cocanada	418	402,955	18,720 11 11	1,25,51,762 0 0	23,10,684 0 0	42,747 4 10	5,163 14 9
	Coringa	8	1,098	56 13 8	10,148 0 0	120 0 0	100 8 0	..
	Narsápur	13	472	14 12 11	1,377 0 0	345 0 0	..	..
	Total ..	439	404,525	18,792 6 6	1,25,63,287 0 0	23,11,149 0 0	42,847 12 10	5,163 14 9
Kistna	Masulipatam	436	222,885	5,871 2 6	27,36,420 0 0	8,12,053 6 4	..	..
	Nizampatam	83	6,468	183 6 0	3,09,966 0 0	53,936 0 0	..	..
	Kottapalem	132	6,394	178 0 0	10,287 0 0	24,210 0 0	..	..
	Pennumudi	18	208½	2 3 0	..	1,018 0 0	..	..
	Moratota	5	141½	5 13 6	5,887 0 0	..	..	..
	Bodduvanipallem	2	25	..	..	120 0 0	..	..
	Gangadipalem	3	122½	3 0 6	4,980 0 0	..	..	..
	Ipurupálem	33	6,469	229 3 0	1,76,624 0 0	13,659 0 0	..	..
	Motupalli	1	26	1 10 0	20 0 0	..	..	..
	Total ..	713	242,739½	6,474 6 6	32,44,184 0 0	9,04,996 6 4	..	..
Nellore	Kottapatam	37	19,703 $\frac{2}{16}$	48 6 6	2,01,926 8 0	25,632 0 0	..	..
	Rámapatam	12	2,177 $\frac{76}{130}$	13 5 0	320 0 0	..	..	..
	Chennayapalem	2	460	..	..	..	..	..
	Iskapalle	2	208½	..	216 0 0	..	..	..
	Juvaladinne	2	208½	6 8 3	148 0 0	..	..	..
	Krishnapatam	16	1,921 $\frac{1015}{1040}$	20 5 0	200 0 0	..	..	..
	Total ..	71	24,679 $\frac{607}{1040}$	88 8 9	2,02,810 8 0	25,632 0 0	..	..

Particulars of the Trade of the Ports in each District for the Official Year 1885-86—*continued.*

Districts.	Names of Ports.	British.			Foreign.			Country or Native.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage	Dues.	Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8	9	10	11
				Rs. A. P.			Rs. A. P.			Rs. A. P.
South Arcot	Merkánam	..	..	..	..	..	..	..	..	..
	Cuddalore	39	53,480	948 0 0	2	749	71 0 0	100	8,785	546 0 0
	Porto Novo	12	19,421	583 0 0	20	26,744	1,254 0 0	63	8,440⅛	532 0 0
	Total ..	51	72,901	1,531 0 0	22	27,493	1,325 0 0	163	17,225⅛	1,078 0 0
Tanjore	Thirumalavasal	..	..	..						
	Tranquebar	7	5,144	507 1 6	..	..	..	27	3,552	189 4 4
	Nagore	2	1,381	129 4 6	..	..	..	21	3,671	359 14 7
	Negapatam	244	331,662	15,199 2 7	..	..	..	40	7,841	491 5 10
	Velangani	..	..	..	65	73,857	2,467 12 6	394	56,555	3,088 0 4
	Topeturai	..	..	..	..	..	..	9	1,456	91 6 0
	Mutupet	..	..	..	..	..	..	254	5,354	204 4 8
	Adirámpatnam	..	..	..	..	..	..	103	9,243	353 10 6
	Ammápet	..	..	..	..	..	..	197	15,098	648 1 6
	Kottapatnam	..	..	..	..	..	..	84	5,393	180 15 3
	Total ..	253	337,187	15,835 8 7	65	73,857	2,467 12 6	76	7,583	233 1 6
Madura	Pámban	18	4,132	..	..	..	..	1,205	115,746	5,840 0 6
	Kilakarai	..	..	..	..	..	..	3,100	101,260⅓	1,919 13 3
	Tondi	..	..	..	..	..	..	898	31,228	970 6 2
	Devipatam	..	..	..	..	..	..	327	16,657⅜	480 10 9
	Total ..	18	4,132	..	..	..	..	2,100	72,049¾	351 9 0
Tinnevelly	Tuticorin	135	1,81,765½	17,087 10 0	7	1,327¾	180 6 0	6,425	221,196	3,724 7 2
Malabar	Cannanore	127	179,282	519 4 8	16	2,150	283 13 9	1,241	63,030¾	1,874 2 3
	Tellicherry	148	200,154	2,025 1 6	43	4,832	448 13 3	2,251	52,891	1,184 8 11
	Kallai	..	..	..	..	..	..	1,914	50,694	1,132 1 3
	Badagara	38	56,971	20 4 0	3	186	21 2 0	743	17,585	357 15 0
	Quilandi	1	1,470	..	..	..	..	1,060	38,675	944 12 9
	Calicut	139	204,009	4,029 6 0	107	13,071	1,927 14 0	603	19,302	409 4 9
	Beypore	67	94,488	1,443 15 0	..	..	..	4,001	180,081	6,061 4 9
	Tánúr	..	..	..	1	48	6 0 0	1,879	69,342	1,658 0 6
	Ponáni	..	..	..	..	..	..	233	7,369	192 14 0
	Chávakád	..	..	..	..	..	..	833	50,510	1,467 5 0
	Cochin	278	318,817	32,217 9 0	16	13,792	2,479 15 0	65	6,815	218 8 0
	Total ..	798	1,055,191	40,255 8 2	186	34,079	5,167 10 0	2,498	111,248	4,103 2 0
								16,080	604,512	17,729 12 11

Particulars of the Trade of the Ports in each District for the Official Year 1885-86—*continued.*

Districts.	Names of Ports.	Total.			Value of		Duty on	
		Vessels.	Tonnage.	Dues.	Exports.	Imports.	Exports.	Imports.
		12	13	14	15	16	17	18
				Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
South Arcot	Merkánam	..	..	..	..	..	..	..
	Cuddalore	141	63,014	1,565 0 0	7,81,011 0 0	5,40,732 0 0	10,409 0 0	..
	Porto Novo	95	54,605⅛	2,369 0 0	5,48,509 0 0	1,38,953 0 0	6,605 0 0	2 0 0
	Total ..	236	117,619⅛	3,934 0 0	13,29,511 0 0	6,79,685 0 0	17,014 0 0	2 0 0
Tanjore	Thirumalavasal	27	3,552	189 4 4	1,11,669 0 0	2,461 0 0	7,168 14 10	..
	Tranquebar	28	8,815	867 0 1	1,16,758 0 0	78,549 0 0	7,666 5 0	..
	Nagore	42	9,222	620 10 4	17,736 0 0	3,08,975 0 0	..	..
	Negapatam	703	462,074	20,754 15 5	59,09,743 0 0	47,86,122 0 0	1,33,226 7 0	1,660 5 4
	Velangani	9	1,456	91 6 0	12,913 0 0	45,560 0 0	829 2 0	..
	Topeturai	254	5,354	204 4 8	90,821 0 0	40,186 0 0	4,176 12 9	..
	Mutupet	103	9,243	353 10 6	4,91,827 0 0	36,018 0 0	30,500 15 5	..
	Adirámpatnam	197	15,098	648 1 6	3,42,360 0 0	1,72,813 0 0	23,355 10 7	..
	Ammápet	84	5,393	180 15 3	1,31,546 0 0	19,773 0 0	9,168 11 0	..
	Kottapatnam	76	7,583	233 1 6	91,532 0 0	15,228 0 0	5,822 2 6	..
	Total ..	1,523	527,790	24,143 5 7	73,16,905 0 0	55,05,685 0 0	2,21,915 1 1	1,660 5 4
Madura	Pámban	3,118	105,392½	1,919 13 3	2,77,222 0 0	2,59,114 6 8	587 10 3	15 4 0
	Kilakarai	898	31,228	970 6 2	1,30,504 4 0	2,52,389 4 0	302 10 0	..
	Tondi	327	16,657⅜	482 10 9	14,671 8 0	1,83,327 10 0	..	..
	Devipatam	2,100	72,049¾	351 9 0	72,856 6 0	1,73,622 10 0	6 15 0	8 0 0
	Total ..	6,443	225,328	3,724 7 2	4,95,254 2 0	8,68,453 14 8	997 3 3	23 4 0
Tinnevelly	Tuticorin	1,383	246,124	19,142 2 3	1,09,37,623 0 0	32,42,533 0 0	29,507 13 5	314 5 2
Malabar	Cannanore	2,394	234,323	1,987 11 4	15,97,421 0 0	25,38,995 0 0	..	1,013 5 4
	Tellicherry	2,105	255,680	3,606 0 0	79,21,501 0 0	35,38,400 0 0	0 12 0	2,651 1 8
	Kallai	743	17,585	357 15 0	72,479 0 0	3,19,576 0 0	..	..
	Badagara	1,101	95,832	985 2 9	10,25,632 0 0	6,77,216 0 0	..	..
	Quilandi	604	20,772	409 4 9	1,62,689 0 0	2,36,624 0 0	..	..
	Calicut	4,247	397,161	12,018 8 9	18,12,022 0 0	29,65,911 0 0	1,169 7 0	5,051 6 10
	Beypore	1,946	163,830	3,101 15 6	40,88,155 0 0	7,35,569 0 0	..	251 5 4
	Tánúr	234	7,417	198 14 0	1,04,757 0 0	13,525 0 0	..	..
	Ponáni	833	50,510	1,467 5 0	4,48,871 0 0	1,88,711 0 0	..	130 0 0
	Chávakád	65	6,815	218 8 0	50,889 0 0	..	..	..
	Cochin	2,792	443,857	38,800 10 0	78,69,647 0 0	64,79,539 0 0	377 2 7	16,623 3 8
	Total ..	17,064	1,693,782	63,152 15 1	2,51,54,063 0 0	1,86,94,066 0 0	1,547 5 7	25,720 6 10

Particulars of the Trade of the Ports in each District for the Official Year 1885-86—*continued.*

Districts.	Names of Ports.	British. Vessels.	British. Tonnage.	British. Dues.	Foreign. Vessels.	Foreign. Tonnage.	Foreign. Dues.	Country or Native. Vessels.	Country or Native. Tonnage.	Country or Native. Dues.
1	2	3	4	5	6	7	8	9	10	11
				Rs. A. P.			Rs. A. P.			Rs. A. P.
South Canara	Mangalore	82	114,220	3,352 8 0	112	5,996	663 6 0	3,661	98,984	2,430 5 7
	Mulki	..	..	..	5	158	13 1 6	658	13,559	124 4 5
	Manjeshwar	..	..	..	..	..	..	163	3,264	54 14 4
	Kumbla	..	..	..	..	..	..	210	3,774	36 13 3
	Kásaragód	..	..	..	..	..	..	660	8,102	42 9 0
	Udipi	..	..	..	88	1,105	34 2 1	1,080	17,293	240 12 0
	Bárkúr	..	..	..	264	6,035	213 9 4	1,019	15,699	197 11 4
	Coondapoor	..	..	..	12	417	27 7 1	1,702	26,446	382 11 8
	Baindur	..	..	..	..	..	..	440	5,654	45 12 1
	Total	82	114,220	3,352 8 0	481	13,711	951 10 0	9,593	192,775	3,555 13 8
Madras	Madras	444	729,156	1,42,594 0 0	57	65,916	6,372 0 0	368	54,303¼	2,031 0 0

Districts.	Names of Ports.	Total. Vessels.	Total. Tonnage.	Total. Dues.	Value of Exports.	Value of Imports.	Duty on Exports.	Duty on Imports.
		12	13	14	15	16	17	18
				Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
South Canara	Mangalore	3,855	219,200	6,446 3 7	65,63,646 0 0	29,62,084 0 0	2,038 2 0	3,069 2 10
	Mulki	663	13,717	137 5 11	2,45,744 0 0	74,734 0 0	173 13 0	..
	Manjeshwar	163	3,264	54 14 4	1,11,060 0 0	4,801 0 0	..	..
	Kumbla	210	3,774	36 13 3	93,028 0 0	31,112 0 0	..	..
	Kásaragód	660	8,102	42 9 0	1,24,162 0 0	89,145 0 0	..	..
	Udipi	1,168	18,398	274 14 1	5,28,528 0 0	5,14,535 0 0	..	26 10 8
	Bárkúr	1,283	21,734	411 4 8	7,00,627 0 0	2,06,698 0 0	122 1 0	..
	Coondapoor	1,714	26,863	410 2 9	5,26,393 0 0	1,82,138 0 0	2,718 9 0	..
	Baindur	440	5,654	45 12 1	65,861 0 0	15,962 0 0	..	..
	Total	10,156	320,706	7,859 15 8	89,59,048 0 0	40,81,209 0 0	5,052 9 0	3,095 13 6
Madras	Madras	869	849,375¼	1,50,997 0 0	4,24,03,475 0 0	5,49,00,707 0 0	16,727 0 0	4,69,506 0 0

APPENDIX C.

Statement showing the Receipts, Disbursements, and Balances connected with Port Charges and Dues in the various Ports of the Presidency of Fort St. George under the operation of Act XII of 1875, from 1st April 1885 to 31st March 1886.

Names of ports.	Balance on 31st March 1885. At credit.	Balance on 31st March 1885. At debit.	For this year. Receipts.	Charges.	Excess.	Deficit.	Balance on 31st March 1886. At credit.	Balance on 31st March 1886. At debit.
Eastern Group.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ganjam	..	7,929 2 10	..	132 8 0	..	132 8 0	..	8,061 10 10
Gopálpur	1,70,783 9 7	..	11,181 7 3	1,31,878 3 7	..	1,20,696 12 4	50,086 13 3	..
Sonapur	..	48 15 3	7 8 6	344 13 1	..	337 4 7	..	386 3 10
Báruva	2,007 5 0	..	110 9 0	351 2 9	..	240 9 9	1,766 11 3	..
Púndi	..	259 8 5	27 4 0	120 5 2	..	93 1 2	..	352 9 7
Bapanapadu	82 9 6	..	5 11 6	..	5 11 6	..	88 5 0	..
Calingapatam	19,152 7 2	..	3,878 8 1	3,068 14 6	809 9 7	..	19,962 0 9	..
Conada	..	..	..	..	..	..	..	..
Bimlipatam	44,999 12 8	..	6,502 10 9	7,408 6 11	..	905 12 2	44,094 0 6	..
Vizagapatam	..	13,721 11 8	6,853 2 7	5,371 0 1	1,482 2 6	..	..	12,239 9 2
Pudimadaka	5 3 2	..	..	..	..	..	5 3 2	..
Pentakota	..	79 12 3	143 9 4	..	143 9 4	..	63 13 1	..
Uppada	..	..	..	..	..	..	..	..
Cocanada	..	63,878 6 10	21,254 9 8	33,438 1 6	..	12,183 7 10	..	76,061 14 8
Coringa	799 5 6	..	56 13 8	..	56 13 8	..	856 3 2	..
Bendamanlanka	..	..	..	..	..	..	..	..
Narsápur	338 14 8	..	14 12 11	1 13 1	12 15 10	..	351 14 6	..
Parupálem	..	..	..	..	..	..	..	..
Masulipatam	..	10,155 15 6	7,038 0 5	8,634 7 10	..	1,596 7 5	..	11,752 6 11
Penumudi	6 7 3	..	2 3 0	..	2 3 0	..	8 10 3	..
Moratota	2 0 0	..	5 13 6	..	5 13 6	..	7 13 6	..
Nagayalanka	..	..	..	..	..	..	..	..
Kottapálem	96 15 0	..	73 11 6	..	73 11 6	..	170 10 6	..
Gangadipálem	..	..	3 0 6	..	3 0 6	..	3 0 6	..
Nizampatam	1,128 12 0	..	288 10 6	..	288 10 6	..	1,417 6 6	..
Ipurupálem	1,326 5 0	..	232 9 0	..	232 9 0	..	1,558 14 0	..
Badduranipálem	..	..	..	..	..	..	..	..
Motupalli	..	..	..	..	..	..	..	..
Chingleput	633 4 9	..	17 6 9	..	17 6 9	..	650 11 6	..
Pulicat	..	5,216 3 11	141 1 11	2,031 8 7	..	1,890 6 8	..	7,106 10 7
Ennore	1 8 0	..	31 0 9	..	31 0 9	..	32 8 9	..
Covelong	48 14 3	..	93 0 6	50 0 0	43 0 6	..	91 14 9	..
Nellore	..	2,960 10 2	..	..	..	..	..	2,960 10 2
Kanuparti	608 13 11	..	43 2 8	..	43 2 8	..	652 0 7	..
Kottapatam	2,184 15 6	..	239 14 1	14 14 8	224 15 5	..	2,409 14 11	..
Itamukkala	7 12 5	..	..	2 8 4	..	2 8 4	5 4 1	..
Pákala	202 5 8	..	142 4 11	8 11 3	133 9 8	..	335 15 4	..
Ramayapatam	439 14 1	..	86 2 2	1 7 5	84 10 9	..	524 8 10	..
Connayapálem	0 4 3	..	..	..	..	..	0 4 3	..

Statement showing the Receipts, Disbursements, and Balances connected with Port Charges and Dues, &c.—*continued.*

Names of ports.	Balance on 31st March 1885.		For this year.				Balance on 31st March 1886.	
	At credit.	At debit.	Receipts.	Charges.	Excess.	Deficit.	At credit.	At debit.
Eastern Group—*continued.*	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Tummalapenta	6 8 6	..	..	..	..	..	6 8 6	..
Juvaladinne	5 15 0	..	6 8 3	..	6 8 3	..	12 7 3	..
Iskápalle	181 7 11	..	50 3 6	4 2 11	46 0 7	..	227 8 6	..
Ponnapudi	40 4 10	..	..	..	..	..	40 4 10	..
Mypaud	12 0 0	..	..	..	..	..	12 0 0	..
Kistnajeepatam	569 3 10	..	80 15 11	2 5 1	78 10 10	..	647 14 8	..
Pamanji	67 13 0	..	..	..	..	..	67 13 0	..
Tupili	15 2 10	..	..	..	..	..	15 2 10	..
Dugarázpatnam	..	3,488 6 4	88 7 2	3,161 2 6	..	3,072 11 4	..	6,561 1 8
Púdi	21 15 1	..	..	0 1 11	..	0 1 11	21 13 2	..
Merkánam	236 10 3	..	6 2 2	..	6 2 2	..	242 12 5	..
Cuddalore	6,540 11 2	..	1,658 10 10	2,707 14 5	..	1,049 3 7	5,491 7 7	..
Porto Novo	6,496 9 1	..	3,281 12 2	2,011 7 8	1,270 4 6	..	7,766 13 7	..
Thirumalavasel	1,152 0 2	..	317 9 0	28 11 8	288 13 4	..	1,440 13 6	..
Kodiumpalliem	35 5 2	..	33 4 10	..	33 4 10	..	68 10 0	..
Tranquebar	11,985 12 0	..	958 2 3	1,867 2 5	..	909 0 2	11,076 11 10	..
Nagore	2,041 1 5	..	620 10 4	..	620 10 4	..	2,661 11 9	..
Negapatam	65,324 4 6	..	21,127 4 5	13,946 11 2	7,180 9 3	..	72,504 13 9	..
Velangani	469 12 5	..	91 0 6	24 10 10	66 5 8	..	536 2 1	..
Thopputorai	1,170 11 4	..	475 3 6	49 15 11	425 3 7	..	1,595 14 11	..
Point Calimere	301 3 5	..	110 0 8	..	110 0 8	..	411 4 1	..
Muttupetai	..	3,785 4 9	367 2 11	71 9 1	295 9 10	..	..	3,489 10 11
Adirámpatnam	1,510 8 5	..	651 7 6	378 9 0	272 14 6	..	1,783 6 11	..
Gopalapatam	7 13 0	..	..	0 4 9	..	0 4 9	7 8 3	..
Kattumavadi	70 10 2	..	8 4 9	2 13 11	5 6 10	..	76 1 0	..
Kristnajeepatam	129 14 0	..	39 12 9	9 11 9	30 1 0	..	159 15 0	..
Ammapatam	341 15 7	..	155 15 7	31 11 5	124 4 2	..	466 3 9	..
Kottaipatam	407 5 7	..	267 1 3	61 1 7	205 15 8	..	613 5 3	..
Sundrapandiapatam	2 1 0	..	..	..	..	..	2 1 0	..
Vaippur	37 5 4	..	15 14 0	4 0 3	11 13 9	..	49 3 1	..
Tuticorin	2,67,315 0 3	..	24,990 10 4	14,890 12 6	10,099 13 10	..	2,77,414 14 1	..
Koilpatam	617 12 8	..	116 9 5	44 13 1	101 12 4	..	719 9 0	..
Kulasekharapatnam	1,397 11 1	..	342 10 0	81 5 8	261 4 4	..	1,658 15 5	..
Pasipatam	..	1 4 4	..	..	..	..	..	1 4 4
Damodarapatnam	..	..	..	..	..	..	..	..
Tondi	2,141 3 11	..	481 15 6	73 9 1	408 6 5	..	2,549 10 4	..
Nambudalai	23 6 5	..	4 3 3	1 0 10	3 2 5	..	26 8 10	..
Pudupatam	35 10 4	..	12 6 0	3 1 6	9 4 6	..	44 14 10	..
Carungudu	12 11 10	..	..	..	..	..	12 11 10	..
Tirupalakudi	25 4 2	..	11 6 6	17 13 7	..	6 7 1	18 13 1	..
Devipatam	1,111 12 11	..	329 7 1	72 7 4	256 15 9	..	1,368 12 8	..
Mudiapatam	..	14 12 2	..	..	..	..	..	14 12 2
Attangarai	13 14 6	..	11 2 9	2 12 8	8 6 1	..	22 4 7	..
Emanagudu	32 0 11	..	8 2 6	2 0 7	6 1 11	..	38 2 10	..
Pillaimadam	19 11 7	..	15 6 6	2 0 0	13 6 6	..	33 2 1	..
Pámban	16,290 2 3	..	13,394 4 2	6,775 12 4	6,618 7 10	..	22,908 10 1	..
Rámesvaram	167 1 6	..	34 1 11	10 11 10	23 6 1	..	190 7 7	..
Mandapam	1,059 15 2	..	279 7 3	58 13 3	220 10 0	..	1,280 9 2	..
Vedalai	199 11 0	..	70 6 3	10 15 6	59 6 9	..	259 1 9	..
Marakayapatam	83 5 6	..	21 4 3	2 2 7	19 1 8	..	102 7 2	..
Muttupetai	142 8 6	..	33 3 8	9 5 10	23 13 10	..	166 6 4	..
Kílakarai	2,758 3 8	..	962 8 6	255 0 8	707 7 10	..	3,465 11 6	..
Eruvadi	392 3 4	..	67 14 4	16 14 11	50 15 5	..	443 2 9	..
Valinokum	110 0 7	..	74 9 8	11 2 11	63 6 9	..	173 7 4	..
Western Group.								
Cochin	1,41,779 13 5	..	41,114 11 8	18,236 9 2	22,878 2 6	..	1,64,657 15 11	..
Attaprom	19 11 9	..	4 12 0	..	4 12 0	..	24 7 9	..
Kurkuyi	6 3 0	..	..	..	..	..	6 3 0	..
Madayi	..	..	..	..	..	..	..	..
Attakuyi	..	..	..	..	..	..	..	..
Chowghat	638 7 0	..	240 8 0	46 1 0	194 7 0	..	832 14 0	..
Velliangode	..	..	..	..	..	..	..	..
Ponáni	5,996 1 6	..	1,473 5 0	1,203 14 6	269 6 6	..	6,265 8 0	..
Kuttayi	14 8 0	..	..	..	..	..	14 8 0	..
Parony	24 14 6	..	6 5 0	..	6 5 0	..	31 2 6	..
Tanúr	330 15 7	..	146 6 0	41 0 9	105 5 3	..	436 4 10	..
Perpengadi	100 0 0	..	46 3 0	..	46 3 0	..	146 3 0	..
Cadalondi	3 7 0	..	2 5 0	..	2 5 0	..	5 12 0	..
Beypore	5,577 4 6	..	3,107 10 6	1,209 14 2	1,897 12 4	..	7,475 0 10	..
Molankadava	..	..	..	..	..	..	..	..
Calicut	20,655 11 8	..	12,180 5 0	8,536 3 3	3,644 1 9	..	24,299 13 5	..
Pundiangadi	1 5 0	..	..	..	..	..	1 5 0	..
Ellatúr	..	..	..	..	..	..	..	..
Kapat	..	..	..	..	..	..	..	..
Quilandi	2,727 0 1	..	435 4 0	78 14 4	356 5 8	..	3,083 5 9	..
Kollam	..	..	..	..	..	..	..	..
Cuddalore	..	..	..	..	..	..	..	..
Trikodi	88 2 6	..	15 11 0	..	15 11 0	..	103 13 6	..
Kottakal	214 11 3	..	5 14 9	..	5 14 9	..	220 10 0	..
Badagara	5,729 6 3	..	964 9 0	81 0 9	883 8 3	..	6,612 14 6	..
Muttungal	..	..	..	..	..	..	..	..
Chombayi	..	..	..	..	..	..	..	..
Kallai	913 15 5	..	385 15 0	62 6 9	323 8 3	..	1,237 7 8	..
Talai	32 6 0	..	1 8 0	..	1 8 0	..	33 14 0	..
Tellicherry	26,806 5 8	..	3,660 7 0	2,913 3 3	747 3 9	..	27,553 9 5	..
Dharmapatnam	104 1 8	..	47 7 9	9 9 6	37 14 3	..	141 15 11	..
Egara	2 5 0	..	1 11 0	..	1 11 0	..	4 0 0	..
Cannanore	29,185 7 4	..	1,756 13 3	15,630 12 4	..	13,873 15 1	15,311 8 3	..
Pudiangadi	900 6 2	..	9 15 0	6 1 1	3 13 11	..	904 4 1	..
Baliapatam	1,086 3 9	..	263 7 6	47 1 3	216 6 3	..	1,302 10 0	..
Etticollam	92 0 11	..	30 14 0	7 7 0	23 7 0	..	115 7 11	..
Kavai	6 3 0	..	3 6 0	..	3 6 0	..	9 9 0	..
Hosdrug	..	..	..	..	..	..	..	..
Pekal	..	..	..	..	..	..	..	..
Kásaragód	201 7 10	..	58 7 4	7 3 6	51 3 10	..	252 11 8	..

Statement showing the Receipts, Disbursements, and Balances connected with Port Charges and Dues, &c.—*continued.*

Names of ports.	Balance on 31st March 1885.		For this year.				Balance on 31st March 1886.	
	At credit.	At debit.	Receipts.	Charges.	Excess.	Deficit.	At credit.	At debit.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Western Group—*continued.*								
Kumbla	179 5 8	..	55 5 7	8 11 1	46 10 6	..	226 0 2	..
Manjeshwara	340 5 2	..	58 14 4	14 6 6	44 7 10	..	384 13 0	..
Mangalore	32,292 4 6	..	6,792 1 11	7,207 5 7	..	415 3 8	31,877 0 10	..
Mulki	517 5 6	..	175 13 5	20 12 11	155 0 6	..	672 6 0	..
Padubidiri	6 12 8	..	3 14 3	..	3 14 3	..	10 10 11	..
Yermal	..	..	..	..	..	..	..	..
Uchil	..	..	..	..	..	..	..	..
Kap	..	..	..	..	..	..	..	..
Uddyavar	..	..	..	..	..	..	..	..
Malpé	..	..	..	..	..	..	..	..
Barkúr or Hangarkotta	1,201 12 8	..	329 11 9	44 10 3	285 1 6	..	1,486 14 2	..
Kundapura	825 5 0	..	426 12 0	147 14 3	278 13 9	..	1,104 2 9	..
Naikinkutta	1,246 14 1	..	429 6 9	52 2 4	377 4 5	..	1,624 2 6	..
Baindur	25 15 7	..	1 6 0	..	1 6 0	..	27 5 7	..
Serur	149 2 9	..	94 10 2	11 4 2	83 6 0	..	232 8 9	..
.. ..	..	..	..	..	..	..	..	..
Total ..	9,18,012 13 9	1,11,540 2 5	2,04,610 1 5	2,95,190 9 4	66,725 5 11	1,57,405 13 10	8,44,780 12 3	1,28,988 8 10
Net credit balance at Outports	8,06,472 11 4	..	..	..	..	..	7,15,792 3 5	..
Madras	1,43,853 15 11	..	1,82,398 4 7	1,24,958 6 6	57,439 14 1	..	2,01,293 14 0	..
Net credit balance at Madras	1,43,853 15 11	..	..	..	..	..	2,01,293 14 0	..

Abstract.

	Rs. A. P.
Net credit balance at Outports ..	7,15,792 3 5
Do. do. at Madras ..	2,01,293 14 0
Total Net credit balance ..	9,17,086 1 5

Cocanada (under Act III of 1883) ..	4,531 8 7	..	12,986 9 0	13,201 11 7	..
Madras (under Act VI of 1882) ..	2,93,104 9 3	..	3,35,644 6 8	1,21,356 1 0	..

D.

Statement showing the various Government Vessels, &c., under the Madras Government in the Year 1885-86.

Detail of vessels.	Tonnage of each vessel and horse-power of engines if a steamer.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.	Remarks.
1	2	3	4	5	6	7
				Rs. A. P.		
Sea-going Vessels.						
Steam Tug "Madras" ..	Tonnage 197, horse-power 150 nominal.	3	19	6,902 4 10	..	
S.S. "Margaret Northcote."	Tonnage 60, horse-power 30 nominal.	..	11	3,973 10 7	..	
Boat "Pearl"	Tonnage 15 ..	..	..	173 5 6	..	No permanent crew employed.
Steam Launch "Empress."	Do. 13, horse-power 4.	..	..	..	..	

E.

Statement showing the Number of Officers and Men employed otherwise than in Government Vessels in the Marine Department under the Government of Madras during the Official Year 1885-86.

Description of establishment.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.	Remarks.
1	2	3	4	5	6
			Rs.	Rs.	
Marine establishment	3	101	27,667	..	
Light-house establishment		6	2,292	..	
Harbour dues ,, ...		121	28,893	..	
Divers' ,, ...		3	2,185	..	
Tide-gauge ,, ...		2	564	..	
Electric clock ,, ...		1	180	..	
Stockade ,, ...		1	84	..	
Harbour Master's ,, ...		15	7,609	..	
Telephone ,, ...		1	381	..	
Marine police ,, ...		..	3,294	..	
Marine dispensary establishment		2	3,327	..	
Outports.					
Master Attendant and Conservators ..	18	145	82,422	..	
Light-houses		78	14,385	..	
Pilotage		..	4,019	15,239	Government share of pilotage.

F.

Statement showing the Number of Vessels registered under Act X of 1841, from 1st April 1885 to 31st March 1886, in the various Districts of the Madras Presidency.

Districts.	Total number of vessels.	Total tonnage.	Total amount of fees.
			Rs. A. P.
.. ..	6	$1,077\frac{42}{95}$	134 12 0
Madras	..	..	..
Ganjam	..	..	..
Vizagapatam	11	$744\frac{7}{13}$	108 11 0
Godávari	15	$1,805\frac{18}{130}$	239 14 0
Kistna	..	..	..
Nellore	..	..	..
Chingleput	7	$837\frac{289}{1040}$	105 0 0
South Arcot	14	$1,838\frac{1}{2}$	196 8 0
Tanjore	11	$1,015\frac{77}{130}$	133 2 6
Madura	6	$474\frac{1}{2}$	55 10 0
Tinnevelly	32	$1,446\frac{743}{780}$	246 11 8
Malabar	33	$697\frac{64}{195}$	193 11 0
South Canara			
Total ..	135	$9,937\frac{124}{208}$	1,414 0 2

G.

Statement showing the Changes of Masters endorsed on Registers of Vessels under Act X of 1841 and the Merchant Shipping Act, from 1st April 1885 to 31st March 1886, in the various Districts of the Madras Presidency.

Districts.	No. of vessels on the registers of which changes of masters have been endorsed.	Amount of fees.
		Rs.
Madras	13	26
Ganjam	..	..
Vizagapatam	4	8
Godávari	13	26
Kistna	6	..
Nellore	..	..
Chingleput	..	..
South Arcot	13	26
Tanjore	35	70
Madura	31	62
Tinnevelly	13	26
Malabar	17	34
South Canara	53	106
Total ..	198	384

Order—dated 21st August 1886, No. 466, Marine.

During the official year 1885-86, the Native Passenger Ships Act VIII of 1876 was amended by Act XII of 1885, and Madras Acts III of 1885 and II of 1886 were passed, the former authorizing the levy of landing and shipping fees within the out-ports of the presidency, and the latter providing for the appointment of Trustees for the Harbour of Madras. The Indian Steamships Act VII of 1884 was moreover brought into force from the 1st December 1885.

2. The financial position of the Port Fund continued satisfactory. At Madras, the receipts of the Port Fund proper amounted to Rs. 1,82,398 and the charges to Rs. 1,24,958, resulting in a surplus of Rs. 57,440, which, added to the credit balance at the close of the previous year, constituted the balance of Rs. 2,01,294 at credit on the 31st March 1886. The Harbour Due receipts amounted to Rs. 3,35,644 and the charges to Rs. 1,21,356, leaving a surplus of Rs. 2,14,288 in addition to the balance of Rs. 2,93,105 at credit at the opening of the year. A sum of Rs. 25,000 was contributed from the Madras Port Fund to the Harbour Dues account. At the out-ports the receipts amounted to Rs. 2,04,510, falling short of those for the previous year by nearly half-a-lakh in consequence of a reduction in the rate of port dues charged on coasting steamers. The charges amounted to Rs. 2,95,191, including an expenditure of Rs. 1,27,093 on the construction of the new iron pier at Gopálpur, and the excess of charges over receipts was met from the balance at credit, which amounted at the close of the year under review to Rs. 7,15,792.

	Receipts. Rs.	Charges. Rs.
1884-85	2,51,300	2,18,450
1885-86	2,04,510	2,95,191

3. In the following table are given the statistics under Navigation and Trade for the five years ending 1885-86 :—

	Vessels.	Tonnage.	Dues. Rs.
1881-82	35,117	4,694,716	2,82,077
1882-83	37,864	4,954,331	3,15,595
1883-84	39,494	5,275,462	3,38,683
1884-85	42,688	5,155,734	3,29,445
1885-86	39,588	5,430,173	3,26,735

As compared with the previous year, the number of native vessels visiting the Madras ports diminished considerably, as will be seen from the subjoined statement. The decrease occurred both at Madras and at the out-ports, and should have been explained :—

	British.	Foreign.	Native.	Total.
1883-84	2,601	730	36,163	39,494
1884-85	2,458	775	39,455	42,688
1885-86	2,785	857	35,946	39,588

Vessels were registered under Act X of 1841 during the year to the number of 135 against 143 in 1884-85.

4. The value of the sea-borne trade at the out-ports amounted to Rs. 11,99,77,452 and at Madras to Rs. 9,73,04,182, the total value at all ports being Rs. 21,72,81,634 against Rs. 22,97,26,448 for 1884-85. Dues were collected amounting to 0·14 per cent. of the value at out-ports and 0·15 per cent. at Madras. The rates averaged from 5 to 17 pies per ton at out-ports and from 7 pies to 3 annas per ton at Madras.

5. There were fewer shipping casualties during the year than in 1884-85, but several lives were lost on board the stranded steamer *Tangier* from the effects of poisonous gas in the hold, and three persons were drowned near Pámban owing to the capsizing of a boat.

	1885-86.	1884-85.
Strandings	21	29
Collisions	2	5
Founderings	2	4
Miscellaneous	3	10

6. The Burma expeditionary force, consisting of two batteries of Artillery, five Native regiments, one British regiment, and three companies of Sappers and Miners, was despatched from Madras in November 1885. Nine transports were employed, the embarkation of the troops, provisions, and stores and the despatch of the vessels occupying only four days from first to last.

7. A cyclone visited Madras on the 2nd November 1885, but caused no damage.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Port Officer, Madras.
" Accountant-General.
" Chairman, Harbour Trust Board.
" " Chamber of Commerce.
" Public Works Department.
" Military Department.
" Revenue Department.

Exd. A. Raitt.

B.R. 2318 dtd. 14-9-86.

Recorded

(Sgd) J.O.H.

Govt. of {1886} Madras.

MARINE.

Issued

Read. *Encl.*

G.O., 21st August 1886, No. 466.

AUGUST.

Safety Engrs. I, II, III, IV & VII Circles for information

Administration Report.

Reviewing the — of the Marine Department for the year 1885-86.

Withdrawn

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From T. E. MARSHALL, Esq., Acting Port Officer, Madras, to the Chief Secretary to Government, dated 7th July 1887, No. 6054.

I have the honor to forward the Administration Report of the Marine Department for the official year 1886-87. The usual summary is appended.

ENCLOSURES.

ADMINISTRATION Report of the Marine Department, Madras Presidency, for the official year 1886-87.

During the past official year, there was a change in the designations of the Assistants in the head office at Madras, that of First Assistant Master Attendant being changed to Examiner of Port Fund Accounts, and that of Second Assistant Master Attendant to Agent for Government Consignments. Mr. H. A. Fletcher was appointed in May to act, in lieu of Mr. Lyster, for Mr. W. A. Jarvis, Port Officer, Vizagapatam, absent in England on one year's sick leave, and this officer having died there in June 1886, Mr. J. J. Morris, Port Officer, Masulipatam, was transferred to Vizagapatam, and Mr. Fletcher was appointed as Port Officer, Masulipatam. Captain J. H. Taylor, Port Officer, Madras, was granted in June privilege leave for one month and 18 days, and the following acting appointments were made, viz., Mr. T. E. Marshall, Assistant Port Officer, to act as Port Officer; Mr. W. H. Bartlett, Examiner of Port Fund Accounts, to act as Assistant Port Officer; and Mr. C. H. Rowland, Agent for Government Consignments, to act as Examiner of Port Fund Accounts, without prejudice to his own duties. Mr. G. W. Wicks, Port Officer, Mangalore, proceeded to Europe in September on 6 months' leave on private affairs, which was afterwards commuted by the Secretary of State to leave on medical certificate for 6 months and 21 days. Mr. N. A. W. Hamilton was appointed to act for him during his absence. Mr. James, Port Officer, Pámban, was granted in November privilege leave for two months.

Marine Acts and Bills.—No Marine Acts were passed during the year. There were three Bills under consideration—one to amend the Indian Ports Act, 1875; another to consolidate and amend the law relating to Native Passenger Ships; and the third for the better administration of Her Majesty's Indian Marine Service. The following Marine Acts will now be noticed:—

Indian Ports Act XII of 1875.—Under section 6, the northern limit of the port of Madras was extended, and the boundary pillar was accordingly shifted one mile further north.

Act I of 1877.—The space between Casemode and the new north boundary pillar was declared the landing place for discharging all timber, and not elsewhere, within the port of Madras.

Madras Harbour Trust Act II of 1886.—Under section 2 of the said Act, as amended by Act III of 1886, parts I and II were brought into force from 1st May, and the remaining parts of the Act from 1st June. Under clause 2 of section 3, the limits of the port of Madras were fixed for the purposes of the said Act.

Act X of 1841.—Under section 3, Mr. H. D. Baddeley, Port Officer, Gopálpur, was appointed as an additional registrar of shipping for that port, and Mr. N. A. W. Hamilton, Acting Port Officer, Mangalore, for ports in the South Canara district, during the absence of Mr. Wicks on leave.

Native Passenger Ships Act VIII of 1876.—Under section 46 of the Act, certain changes were made in the rules framed under that section, and a new form of license to be granted to medical officers was substituted for the one appended to the rules. Under section 49, space was prescribed, in supersession of previous orders, for each passenger carried on board steamers making voyages between Moulmein, or Rangoon, or ports north of Rangoon, on the east coast of the Bay of Bengal, and Negapatam, or ports north of Negapatam, on the Coromandel coast, whether touching, or not, at any one or more of the ports on that coast.

The Indian Merchant Shipping Act VII of 1880.—Under section 61, rates were fixed for the subsistence and passage of distressed seamen and apprentices, who are sent on board a British ship, under section 57 of the Act, and are in excess of the number wanted to make up the complement of the crew, and under sections 58 and 67, rules were framed for the relief of distressed seamen or apprentices in Madras, Bombay and Burma.

The Indian Merchant Shipping Act V of 1883.—Under section 27, a form of agreement between masters of ships and lascars or other native seamen was laid down for use.

Service Books.—The orders of Government with regard to the due and correct maintenance of the service books of the employés of the Marine Department were carefully attended to.

Officer for superintending Dredgers.—Mr. S. M. Cockburn was engaged and sent out by the Secretary of State for India for superintending the Priestman and Bruce dredgers supplied to the ports of Cocanada and Negapatam, on a salary of Rs. 525 a month, with travelling allowance. He reported his arrival at Madras on the 7th June 1886.

Storm Signals.—Directions drawn up by the Meteorological Reporter to the Government of India for the use of storm signals were ordered to be adopted at Madras ports.

Wrecks and Casualties.—Under this head there were 56 cases during the year, seven of which were accompanied with loss of life, viz., the Brig *Sree Venkatanarayanamoorty*, which drove on shore in a gale at Vizagapatam, and two lives were lost. The Brig *Mohi in Bux* was capsized at Negapatam on the 14th May, through sudden shifts of wind, and one life was lost. The Barques *Ranganaiklu* and *Nonpareil*, which drifted on the north harbour groyne at Madras in the cyclone of 23rd May and broke up, one life being lost in the first vessel, and two in the other. The Pattimar *Hydross* was stranded north of Cannanore on 25th May in a cyclone, and one life was lost. The Pattimar *Hammoody* in a strong northerly set struck on the south sand at the entrance to the Cochin river, and foundered on 28th May, and two lives were lost. The Manji *Mohammed Salamatty* foundered off Someshwar, on the coast of South Canara, on 15th October, and three lives were lost. A court of inquiry was held into the circumstances attending the loss of the *Nonpareil* referred to above, and it was found that the master, mate, and greater portion of the crew were absent from the vessel, the first two totally disregarding the usual bad-weather warning issued by the Marine Department. The master's certificate was suspended for one year, and the mate's certificate was cancelled. The British Barque *Sir Henry Havelock* was destroyed by fire in the Narrakal roads on 31st May. The vessel was loading at Tellicherry, and in the storm of 24th and 25th May she put to sea, and ran into Narrakal on the 28th idem. On the night of the 31st, the vessel was discovered to be on fire, and all efforts to check it proved ineffectual. An inquiry was held, but the cause of the fire was not ascertainable. There was nothing culpable proved against the master or mate. The fine British India Steam Navigation Company's steamer *Agra*, while on a voyage down the coast, struck on an unknown rock in the vicinity of Santopilly reef, and was totally lost on 28th January 1887. All on board were saved, but the greater portion of the cargo, being rice, was damaged and not worth saving. It was elicited in the inquiry held that the master, who was bound to Bimlipatam, took the inshore passage between the Santopilly reef and the mainland, and, going full speed within half-a-mile of the coast in unsurveyed and unknown water, struck on a reef in 6 fathoms, and met with the accident which caused the loss of his vessel. The court, however, was satisfied that Captain Masson was a most careful and watchful officer, and that the mishap was owing to an error of judgment on his part. It was decided to suspend his certificate for three months, and to recommend that he be granted a mate's certificate for that period. Particulars of the remaining cases of wrecks, &c., will be found in the Appendix A.

Navigation and Trade.—Table B in the appendix gives full particulars regarding the navigation and trade for each port in the presidency. The following statement shows the number of vessels, their tonnage, and the dues collected thereon in the whole presidency under two heads, viz., Out-ports and Madras :—

Vessels.	Number.	Tonnage.	Dues.
			Rs.
Out-ports—			
British	2,696	3,502,980	1,28,794
Foreign	679	125,938	12,386
Native	33,907	1,225,157	33,593
Total ..	37,282	4,854,075	1,74,773
Madras—			
British	482	789,958	1,38,372
Foreign	73	79,429	6,859
Native	238	32,930	1,303
Total ..	793	902,317	1,46,534

The British vessels entering the out-ports were 2,696 of 3,502,980 tons burden, or an average of 1,299 tons, paying port dues at the rate of 7 pies per ton, and the principal ports visited were as follows :—Cocanada 289, Negapatam 255, Cochin 220, Bimlipatam 219, Masulipatam 210, Vizagapatam 207, Calicut 178, Tellicherry 177, Tuticorin 155, Gopálpur 130, and Cannanore 129. The foreign vessels were principally small native craft from the Persian Gulf, Arabia, &c., which frequent ports on the West Coast, and the ports at which the largest number touched were Barkur 252, and Mangalore 145. The average burden of these vessels was 186 tons, and they paid 19 pies per ton in dues. The average burden of country craft was 36 tons, and the dues paid were 5 pies per ton. There are 148 ports in the presidency at which dues are levied, at 24 of which the rate of 3 annas per ton is charged, and at the rest the rate of 2 annas per ton, but the collections fall short of these rates, owing to the exemption in the case of coasting steamers and sailing vessels, and the grouping of ports. Moreover, the country craft pay only half the prescribed rates of port dues. From the above, it will be seen that although the highest rate of port dues chargeable is 3 annas per ton, the actual rates paid average from 5 to 19 pies per ton. The dues collected were 0·13 per cent. of the value of the whole trade at the out-ports, amounting to Rs. 13,04,08,211.

At Madras the total number of vessels which visited the port was 793, of which 482 were British of 789,958 tons burden, 73 foreign of 79,429 tons, and 238 native of 32,930 tons. The first class of vessels paid Rs. 1,38,372 in dues, or at the rate of As. 2-10 per ton; the second paid Rs. 6,859, or at the rate of 17 pies per ton; and the last paid Rs. 1,303, or at the rate of 8 pies per ton. It will thus be seen that, while the port dues charged at Madras is 6 annas per ton, the actual rates paid by vessels averaged from 8 pies to 2 annas 10 pies per ton, owing to the causes pointed out above. The dues collected at Madras were 0·13 per cent. of the value of the seaborne trade of the port, viz., Rs. 10,77,80,082.

Trade.—The subjoined statement exhibits the value of, and duty on, the imports and exports of the whole presidency for the official years 1885-86 and 1886-87, and of the principal ports during the year under review :—

—	Tonnage.	Value of			Sea Customs Revenue.		
		Imports.	Exports.	Total.	Imports.	Exports.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
All Ports.							
1885-86	5,430,172	9,51,45,301	12,21,36,333	21,72,81,634	5,09,903	3,36,308	8,46,211
1886-87	5,756,392	8,30,94,363	15,50,93,930	23,81,88,293	42,780	11,15,420	11,58,199
Madras	902,317	4,47,93,241	6,29,86,841	10,77,80,082	3,355	6,63,533	6,66,888
Tuticorin	263,838	38,71,898	1,33,18,281	1,71,90,179	3,728	19,588	23,316
Tellicherry	276,850	34,73,204	1,00,48,052	1,35,21,256	1,519	..	1,519
Cochin	378,409	48,33,735	80,13,454	1,28,97,189	13,499	358	13,857
Calicut	417,698	42,58,366	82,61,862	1,25,20,228	6,274	351	6,625
Cocanada	400,955	23,98,404	93,77,953	1,17,76,357	2,961	16,194	19,155
Negapatam	429,749	38,90,394	70,27,313	1,09,17,707	1,829	1,86,688	1,88,517
Mangalore	227,377	27,38,264	73,87,509	1,01,25,773	2,927	1,843	4,770
Bimlipatam	292,002	18,49,253	35,65,027	54,14,280	92	..	92
Beypore	167,772	6,41,623	41,48,582	47,90,205	1,361	..	1,361
Gopálpur	174,682	10,81,772	33,43,105	44,24,877	1,986	5,285	7,271
Masulipatam	289,503	11,01,924	30,47,626	41,49,550	275	22,973	23,248
Cannanore	219,504	23,87,745	14,10,814	37,98,559	972	..	972
Cuddalore	135,550	7,44,031	26,78,598	34,22,629	..	4,409	4,409
Vizagapatam	272,524	8,15,098	15,72,309	23,87,407	1,527	..	1,527
Badagara	113,830	8,54,691	10,18,842	18,73,533	18	..	18

Weather.—Madras was visited by three cyclones during the year. The first burst on Madras on the 23rd May, and was a moderate one, the vortex passing between Negapatam and Pondicherry, Madras being on its outer verge. It was strongest between 3 and 4 P.M., when the wind was N. E. by E. and the hourly velocity 24 miles. The second, experienced on the 9th November, was a severe one. It commenced to be felt on the evening of the 8th, when the wind was N. W.; it veered to W. N. W. at 8 A.M. on the following day, 9th, at 11 A.M. it was W. S. W., and at noon, when it had attained its full force, it was S. W. by W., the velocity being 45 miles an hour. The centre of the storm passed north of Madras, and midway between the latitudes of the Armeghon and Pulicat lighthouses. The third was a small cyclonic storm, which took place on the 9th December, and passed northward of Madras.

Port Fund.—The accounts of the out-ports showed a credit balance of Rs. 6,62,657-4-3 at the close of the year. The receipts during the year amounted to Rs. 2,48,039-0-1, and the charges to Rs. 3,01,173-15-3, showing an excess of Rs. 53,134-15-2 over receipts, which is accounted for by the large expenditure, viz., Rs. 1,12,657-9-0 on the Gopálpur pier, which was still under construction. The receipts compare favorably with those of the past year, but the year closed with a smaller credit balance than the last. Particulars of receipts and expenditure of each port are shown in Appendix C.

The Madras Port Fund continues to add to its reserve annually. The year opened with a credit balance of Rs. 2,01,293-14-0, and closed with the same increased to Rs. 2,39,220-4-7. The receipts were Rs. 1,83,527-8-0, and the charges Rs. 1,45,601-1-5, the former being Rs. 37,926-6-7 in excess. A contribution of Rs. 25,000 was granted to the Harbour Trust.

MADRAS.

Semaphore.—Dropped regularly and there were no complaints.

Tidal Observatory.—Worked well during the year.

Artificial Harbour.—Was made over to the Harbour Trust from 1st June, and the balance of harbour dues collections transferred to the Trust amounted to Rs. 5,46,279-0-3.

Boats.—There were 180 boats licensed, viz., Masulah boats 97, lighters 72, jolly boats 6, water boats 3, and cooly boats 3. Their crews consisted of 1,511 men and 97 boys.

OUT-PORTS.

Gopálpur.—The exports, although in excess of last year's, would have been greater but for the failure in the gingelly crop through excessive rains, and a lack of demand for the later seed crop. There were 88 serviceable boats at this port. The flagstaff was thoroughly overhauled and painted. The pier was completed up to the second T head, and was expected to be soon finished. The passenger traffic to Burma was checked, owing to the unsettled state of that province, and also to the prospects of good crops here.

Bimlipatam.—A boat overseer was sanctioned for this port on a salary of Rs. 20 per mensem. There was an increase in exports, notwithstanding the low prices prevailing in the Europe market. The boundary pillars were in good order. The number of boats in good order was about sixty.

Vizagapatam.—The export trade suffered mostly from the depressed state of the London market for jaggery, and there was a corresponding slackness in the import business. There was a decrease in the number of passengers that proceeded to Burma, owing to the unsettled state of the country. There were 206 boats registered at this port. A boat overseer was sanctioned for this port.

Cocanada.—The passenger traffic at this port was brisk. The goods and passenger wharves were in good order. The Priestman dredger worked 181 days during the year, and excavated 22,417 cubic yards of silt, at an average cost of 3¼ annas per cubic yard. Its working capacity is highly spoken of. The groyne extension work was pushed on, the length of the north groyne being 408 feet, with foundation 111 feet beyond completed work, and the south groyne 647 feet, with 200 feet of foundation. The usual sinkage was experienced in the case of the south groyne. A boat overseer was sanctioned for this port. The tidal observatory worked without interruption.

Masulipatam.—The trade at this port showed an improvement on that of the past year. Large exports of castor seeds, chillies, turmeric, &c., were shipped for Calcutta, paddy for Ceylon, and gingelly seeds for Rangoon. The imports consisted of cotton yarn, machinery and Pegu wood, &c. The passenger traffic was less than the previous year's. The flagstaff was fitted with fresh lanyards. The marine buildings were in good order. There were thirty cargo boats and four pinnaces at this port.

Porto Novo.—There was an increase in the trade at this port, owing to the opening of trade between it and the Straits' Settlements and the demand for rice in Colombo. The flagstaff was in good condition, and great convenience was afforded by the wharf at this port. The number of serviceable boats was thirty.

Cuddalore.—The imports at this port were principally coals brought by two steamers and two sailing vessels, and as regards exports, four steamers called for ground nuts. The northern boundary pillar was rebuilt on a new site.

Tranquebar.—There was a large increase in exports, owing to the great demand for rice in Ceylon, and a number of steamers called at the port to convey passengers to the Mauritius. There were thirty boats in working order at this port.

Negapatam.—The river and bar were silted to a great extent, owing principally to the drainage of the town finding its way into the river. Heavy work was carried on on the jetty, although only a portion of it was accessible to boats at flood tide,—6,741 bullocks, 4,408 sheep, and 51,865 passengers and their baggage, also a good portion of the import and export traffic, being shipped from, and landed on, it. The tidal observatory worked fairly during the year, measures being adopted to clear the silt in the river, which occasionally interrupted its working. There were 150 boats in serviceable condition. The general trade of the port was as brisk as usual.

Pámban.—There was an increase in the shipping which frequented the pass during the year, the number of vessels being 1,281 of 144,049 tons (including 32 steamers of 6,095 tons), which was 195 vessels in excess of that which passed through the channel last year, whose tonnage amounted to 33,407 tons. There was a corresponding increase in the pilotage fees collected, the Government share of which was Rs. 12,798-12-11, or Rs. 2,194-5-7 in excess of last year's, and the pilots' share Rs. 3,204-13-2, or Rs. 546-2-6 more than was realized the previous year. Owing to an increased demand for labor in Ceylon on account of the numerous tea gardens opened out in that colony, the passenger traffic was brisk. The flagstaff was in good order. The buoys and channel marks were maintained in an efficient state. In December, Mr. Lindsley, C.E., visited the place to select the line for the ship canal proposed to be cut through the island.

Tuticorin.—The staple article of export at this port is cotton, and the unusually large crop yielded during the past year resulted in a large increase in the quantity exported, the number of bales being 99,867, or 24,731 in excess of those shipped the previous year. There was a falling off in the jaggery shipped on account of the low prices offered in the English and American markets. The collection of pier tolls on goods amounted to Rs. 4,743-12-1, against Rupees 4,685-15-11 realized last year, showing an increase of Rs. 57-12-2. The fees collected on passengers was Rs. 1,294-2-3, against Rs. 714-3-6 for seven months in 1885-86. There were one steam launch, two schooner-rigged boats, and sixty-five dhonies plying at this port.

Cochin.—A new and substantial jetty was built here in lieu of the old one, a new store-room was in course of erection, and a new boat-house was sanctioned. The tide gauge worked satisfactorily. The flagstaff was painted and tarred. One of the bar buoys had a new cone fitted to it. A new vessel was built at this port named the Pattimar *Letchmee*, of 52 1/16 tons, estimated to value Rs. 2,600. There were seventy boats in good order. There was a change in the staff of pilots. The services of the former senior pilot having been dispensed with, the junior pilot was promoted to the vacant post, and a native pilot appointed as junior pilot, on a reduced allowance. One hundred and thirty-four vessels entered the port, paying pilotage fees, the tonnage of which was 24,398 tons, and the pilotage collections amounted to Rs. 2,392-8-0, or Rs. 2,026 less than the previous year's. The Government share amounted to Rs. 957-0-4. This decrease was owing to a depression of trade at this port.

Calicut.—There was an increase in the trade of this place to the extent of Rs. 67,42,295. The exports were principally coffee, coir, cardamoms, turmeric, pepper, ginger, tea and chinchona for Europe; and timber, cocoanuts, copra, tamarind and ginger for Arabia. The anchorage buoy was in good order and in position. There were thirty-three large cargo boats, and seventy canoes registered here.

Tellicherry.—The trade at this port was brisk, and a larger number of coasting steamers called here than the previous year. Eighteen lighters and thirty-six cargo boats were in working order.

Cannanore.—The boat jetty and flagstaff were in good order. There were fifty-six cargo boats fit for work at this port.

Mangalore.—The Ullal mouth of the harbour was the only one open for vessels. The shallow condition of the backwater rendered it impossible for laden boats to run between the Custom house and the anchorage at Ullal, unless at high water. The stone revetment of the bunder was in good condition, and the crane was put in perfect working order. There were ninety-one serviceable boats at this port.

SUMMARY.

During the official year 1886-87, the statistics of trade and navigation show an improvement on those of the previous year. There was an increase in tonnage of 326,220 tons, and in the value of imports and exports of Rs. 2,09,06,659. The unusually large crop of cotton at Tuticorin was attended by a considerable increase in the quantity exported, and the trade at Masulipatam, Porto Novo, Negapatam, Calicut and Tellicherry was marked with unusual activity. At Madras, the artificial harbour was made over to the Harbour Trust, and the balance of harbour dues collections transferred to the Trust amounted to Rs. 5,46,279-0-3. Three cyclones were experienced at Madras, that of the 9th November being the severest. The list of wrecks and casualties was a heavy one. No less than fifty-six cases occurred during the year, in seven of which there was loss of life, viz., the Brig *Sree Venkatanarayanamoorty*, which drove on shore in a gale at Vizagapatam, and two lives were lost. The Brig *Mohidin Bux* was capsized at Negapatam on the 14th May, through sudden shifts of wind, and one life was lost. The Barques *Ranganaiklu* and *Nonpareil*, which drifted on the north harbour groyne at Madras in the cyclone of 23rd May and broke up, one life being lost in the first vessel, and two in the other. The Pattimar *Hydross* was stranded north of Cannanore on 25th May in a cyclone, and one life was lost. The Pattimar *Hammoody* in a strong northerly set struck on the south sand at the entrance to the Cochin river and foundered on 28th May, and two lives were lost. The Manji *Mahommed Salamatty* foundered off Someshwar, on the coast of South Canara, on 15th October, and three lives were lost. Two other cases deserving notice are the loss of the *Sir Henry Havelock* by fire at Narrakal, and the total wreck of the S.S. *Agra* in the vicinity of the Santopilly reef. At Pámban, Mr. Lindsley, C.E., visited the place to select the line for the ship canal proposed to be cut through the island. At Cochin, a new vessel was built of 52 17/16 tons, valued Rs. 2,600. The Port Fund at Madras received an addition of Rs. 37,926-6-7, being the surplus for the year, and the balance at credit was raised to Rs. 2,39,220. At the outports, while the receipts compared favorably with those of the past year, the balance at credit was reduced from Rs. 7,15,792 to Rs. 6,62,657, a large sum of Rs. 1,12,657-9-0 having been expended in the erection of the Gopálpur pier.

APPENDIX A.

STATEMENT of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the official year 1886-87.

Date of casualty.	Name of vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
4th April 1886.	(*Collision.*) Odam *Odacappal*, Tindal, Ebrayim.	31	Collided with the S.S. *Agra*, while on the passage from Cannanore to Androth (Laccadives) with general cargo. Partial loss to vessel about Rs. 500, and to cargo Rs. 900.	
14th „ „	(*Collision.*) Br. S.S. *Petriana*, Master, F. H. Kortright.	1,085	Collided with, and ran down, a fishing boat at Coconada. The crew of the fishing boat were picked up in the steamer's boats.	
3rd May „	(*Miscellaneous.*) Schooner *Audisekty*, Malim, Fakeer Mahomed.	214	Cut away her main mast to prevent capsizing in stress of weather on the passage from Moulmein to Pondicherry. Partial loss to vessel, Rs. 700.	
4th „ „	(*Miscellaneous.*) Dhoney *Mahomed Mohidin Bux*, Tindal, Subber Ally.	45	Mizen mast destroyed by lightning while at anchor in the Pámban Pass. Partial loss to the dhoney, Rs. 24.	
5th „ „	(*Miscellaneous.*) Dhoney *Mohidin Meeram dam*, Tindal, Aooliah.	51	Foremast destroyed by lightning while in the Pámban Pass. Partial loss to vessel, Rs. 30.	
13th „ „	(*Stranding.*) Schooner *Sree Jaganaikloo*, Nacoda, C. Venkataradi.	122	Drove on shore at Vizagapatam through the cables parting in a hard easterly gale. Crew saved themselves by boat. Partial loss to cargo, Rs. 1,987.	
13th „ „	(*Stranding.*) Brig *Sree Venkatanarayanamoorty*, Nacoda, A. Ranganaikulu.	188	Drove on shore at Vizagapatam through cables parting in a hard easterly gale. Two lives lost. Vessel became a total loss. Partial loss to cargo, Rs. 4,075.	

14th „ „	(*Stranding.*) Dhoney *Mahomed Samdany*, Tindal, M. Aboovaker.	17	Drove ashore near Vedalla, Gulf of Manar, by strong wind. Crew swam ashore. Total loss to vessel, Rs. 500, and to cargo, Rs. 100.	
14th „ „	(*Miscellaneous.*) Brig *Mohidin Bua*, Tindal, M. Ebram Sahib.	178	Capsized at Negapatam through sudden shifts of wind in a strong gale. Total loss to vessel, Rs. 5,000; cargo, Rs. 3,000. One life lost.	
16th „ „	(*Foundering.*) Kotia *Daria Dowlat*, Nacoda, Ibram Dossa.	45	On the passage out to Mangalore struck twice on the south sand entrance to Cochin river and went to pieces. Total loss of kotia, Rs. 1,500. Crew swam to a boat, which picked them up.	
23rd „ „	(*Miscellaneons.*) Brig *Mahomed Samdany* Nacoda, N. Gulamdastakar.	263	Dismasted at Negapatam through excessive rolling, being very light. Loss to vessel, Rs. 1,500.	
23rd „ „	(*Miscellaneous.*) Schooner *Mylvaganapuravy*, Tindal, V. Mooroogan.	68	Dismasted at Negapatam through excessive rolling. Loss to vessel, Rs. 150.	
23rd „ „	(*Stranding.*) Dhoney *Nagalachmi*, Tindal, Canthappan.	80	Drifted ashore at Rajapet in stormy weather through want of proper anchors. Crew saved themselves by ropes.	
23rd „ „	(*Stranding.*) Dhoney *Authipakialechmy*, Tindal, Ganapathi Pillay.	100	Drifted ashore at Rajapet in stormy weather through want of proper anchors. Crew saved themselves by ropes.	
23rd „ „	(*Stranding.*) Barque *Stri Ranganaiklu*, Nacoda, V. Venkatareddi.	253	Drifted on to the north groyne of the Madras Harbour during a cyclone and went to pieces against the blocks. Total loss of vessel, Rs. 10,000, and cargo, Rs. 400. One life lost.	
23rd „ „	(*Stranding.*) Barque *Nonpareil*, Nacoda, Matha Saniasy.	453	Drifted on to the north groyne, Madras Harbour, after a collision with the barque *Ranganayakalu* and broke up. Total loss to vessel, Rs. 27,000. Partial loss to cargo, Rs. 60. Two lives lost.	A Marine Court of Inquiry touching the casualty to the *Nonpareil* was held at Madras. The master's certificate was suspended for one year, and the mate's certificate was cancelled for neglect of duty.

Statement of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the official year 1886-87—*cont.*

Date of casualty.	Name of vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
23rd May 1886.	(*Miscellaneous.*) Brig *Gani Ahmed*, Nacoda, Hamjathally.	162	Encountered a cyclone and was totally dismasted in Lat. 10° 23′ North, Long. 81° 6′ East. The crew were saved by the steamer *Cormorant*, and brought to Madras. Loss to vessel, Rs. 10,000; to cargo, Rs. 3,500.	
23rd „ „	(*Collision.*) Barque *Stri Ranganayakalu*, Nacoda, Meerakutti.	401	The Barque *Nonpareil* collided with this vessel at Madras, causing considerable damages. Loss to vessel, Rs. 5,000.	
23rd „ „	(*Miscellaneous.*) Br. Bq. *Huntley Castle*, Master, John Saul.	623	Cut away masts, having gone over on her beam ends in a cyclone in Lat. 10° 10′ North, Long. 80° 40′ East. She was towed on to Madras by the Barque *Compta*.	
24th „ „	(*Stranding.*) Kotia *Rahimani Luckmiprasad*, Tindal, Jadha Alla.	82	Entering the inner anchorage of Mangalore during a storm, she got out of the proper channel and struck heavily on the bar, but after jettisoning part cargo, she came off. Partial loss to cargo, Rs. 259.	
24th „ „	(*Stranding.*) Kotia *Naranprasad*, Tindal, Budda Allah.	46	Entering the inner anchorage of Mangalore during a storm, she got out of the proper channel and struck heavily on the bar, but after jettisoning part cargo, she came off. Partial loss to cargo, Rs. 687. Damages to vessel, about Rs. 300.	
25th „ „	(*Stranding.*) Pattimar *Hydross*, Tindal, Govind.	97	Was driven ashore to the north of Cannanore in a cyclone, and broke up and became a total loss. Partial loss of cargo, Rs. 13,000. One life was lost. The remainder of the crew swam ashore.	
25th „ „	(*Stranding.*) Gulbut *Fathelobar*, Tindal, Siva.	58	Lost anchor in a strong gale, and drifted ashore to the south of Tellicherry and went to pieces. Crew saved themselves in the vessel's boat. Total loss of vessel, Rs. 5,000. Partial loss of cargo, Rs. 150.	
25th „ „	(*Stranding.*) Gunjah *Daria Dowlat*, Tindal, Aly.	57	Met with a heavy squall on the passage from Calicut to Cutch, and was driven ashore to the north of Cannanore. Partial loss to vessel, Rs. 500. Cargo worth Rs. 4,425 was totally lost. Crew swam ashore.	
28th „ „	(*Foundering.*) Pattimar *Hammoody*, Tindal, Ragavan Hurry.	43	Foundered in a strong northerly set at the entrance to Cochin river. Two lives lost on the voyage from Bombay to Cochin. Total loss to vessel, Rs. 1,300.	
31st „ „	(*Miscellaneous.*) Br. Barque *Sir Henry Havelock*, Master, W. Wilkie.	460	Destroyed by fire in Narrakal roads. Total loss, vessel, £2,000, cargo, Rs. 1,48,000. Crew saved themselves by boats.	A Court of Inquiry touching the loss of the *Sir Henry Havelock* was held, but there was no evidence to warrant any one being charged with any offence in connection with the fire.
10th June „	(*Stranding.*) Gunjah *Narayanprasa*, Tindal, Hassan Abba.	118	Sprang a leak on the passage from Cochin to Bombay, ran for the coast after jettisoning cargo, and went ashore near Tellicherry. Total loss to vessel, Rs. 6,000. Partial loss to cargo, Rs. 2,162. Boats from the shore picked up the crew.	
19th „ „	(*Collision.*) Brig *Nuther Wooly*, Tindal. Lubber Mustan. Brig *Neelayathatchy*, Tindal, M. Ebrahim.	240 141	The *Nuther Wooly* was at anchor in Pámban roads when the *Neelayathatchy*, in crossing her bows to anchor, had shortened sail too soon, which stopped her way, and the current caused a collision. Partial loss to the *Nuther Wooly*, Rs. 60.	
....	(*Miscellaneous*) Br. Barque *Gratitude*, Master, E. Sanders.	544	Lost her rudder on the 27th February 1886 on the passage from Cardiff to Madras, and reported the circumstance on her arrival at Madras on the 19th July 1886.	
4th Sept. „	(*Foundering.*) Munjee *Futhel Kareem*, Tindal, Coya Mohidin.	22	Foundered in a heavy swell on the bar at the Beypore river entrance. Total loss of vessel, Rs. 800. Partial loss of cargo, Rs. 13,000. Boats from shore picked up the crew.	
9th „ „	(*Miscellaneous.*) Br. S.S. *Suez*, Master, J. Anderson.	1,388	Fore-top-gallant mast struck by lightning, pole shattered, a splint cut right out, on the passage from Madras to Cocanada.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the official year 1886-87—*cont.*

Date of casualty.	Name of vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
1st Oct. 1886.	(*Stranding.*) Padow *Karaksavayi*, Tindal, Gokul Jadhar.	56	Was driven ashore in stormy weather and wrecked on the South Canara coast near Hangarkotta. Loss to vessel, Rs. 2,000. Crew saved themselves in vessel's boat.	
13th „ „	(*Stranding.*) Dhoney *Sultan Secunder*, Serang, N. Muthaya.	107	Parted cables and anchors and went ashore on the Masulipatam bar. Partial loss to vessel, Rs. 700; to cargo, Rs. 300. Crew saved.	
15th „ „	(*Foundering.*) Manji *Mohamed Salamatty*, Tindal, Mahomed.	14	Foundered off Someshwar, on the coast of South Canara. Three lives lost. Remainder of the crew saved by passing vessels. Total loss of vessel, Rs. 300.	
1st Nov. „	(*Miscellaneous.*) Br. S.S. *Goalpara*, Master, H. J. Guy.	1,355	Touched the ground about 5 miles N.N.E. of Sonapore, Ganjam district, on her passage from Calingapatam to Gopálpur.	
2nd „ „	(*Collision.*) Brig *Ananthavally*, Tindal, S. Anthonisawmy.	235	This collision was caused by the Brig *Allagganayaghee* fouling while getting underweigh in the Negapatam roads. Damages to the *Ananthavally*, Rs. 400, and to the other vessel, Rs. 200.	
	Brig *Allagganayaghee*, Tindal, Abdulcader.	199		
8th „ „	(*Miscellaneous.*) Buggalow *Padaruth*, Tindal, H. Noor Mahomed.	151	Cut away masts on the passage from Calcutta to Muscat to prevent foundering after sustaining miscellaneous loss and damages in a cyclone. Damage to vessel, Rs. 2,000. Loss to cargo, Rs. 6,000.	
9th „ „	(*Miscellaneous.*) Buggalow *Trieumpassa*, Tindal, Noor Mahomed.	122	Cut away masts on the passage from Colombo to Calcutta and when abreast of Ganjam after encountering stormy weather. Damage to vessel, about Rs. 1,000.	

10th „ „	(*Stranding.*) Dhoney *Salamathy*, Tindal, Pallikal Soopi.	14	Was driven ashore at the southern entrance to Mangalore harbour by a strong current. Partial loss to vessel, Rs. 150; to cargo, Rs. 10.	
10th „ „	(*Miscellaneous.*) Schooner *Sultanee*, Tindal, Ebrahim.	112	Encountered a heavy cyclone on the passage from Rangoon to the Maldives. Shipped much water. Sails blown and rudder carried away. Masts cut away to prevent foundering. Partial loss to vessel, Rs. 2,000. Total loss to cargo, Rs. 6,000.	
12th „ „	(*Miscellaneous.*) Ganja *Javaprasad*, Tindal —.	122	Encountered heavy weather for 3 days and strained badly, making water freely. Put into Pámban for repairs.	
12th „ „	(*Stranding.*) Padow *Labbasavai*, Tindal, Kesa Lekma.	43	Stranded on the sand spit at the Beypore river entrance. Total loss of vessel, Rs. 3,500. Partial loss of cargo, Rs. 53.	
30th „ „	(*Collision.*) Br. S.S. *Kohinur*, Master, J. Bullock.	1,935	On the passage from Bombay to Cannanore collided with a native craft alleged to have been the Pattimar *Hajee Mahomed*. No damage or loss to the steamer.	
7th Dec. „	(*Miscellaneous.*) Buggalow *Hussanee*, Tindal, Sura Somar.	100	Sails blown away in heavy weather when about 90 miles east of Pondicherry on the voyage from Calcutta to the Maldives. Jettisoned portion of cargo (rice) to prevent foundering, having shipped much water. Partial loss to vessel, Rs. 100; cargo, Rs. 4,000.	
9th „ „	(*Miscellaneous.*) Gunja *Dowlet Passa*, Tindal, Hajee Esan.	84	Encountered heavy weather on the passage from Calcutta to Maldives with general cargo. Cargo was jettisoned and mast cut away. Partial loss to vessel, Rs. 1,200; to cargo, Rs. 1,800.	
10th „ „	(*Miscellaneous.*) Butel *Mahades Pasa*, Tindal, K. Davood.	89	Sustained miscellaneous damages and loss of running gear in a cyclone while on the voyage from Calcutta to Muscat with rice. Partial loss to vessel, Rs. 500; to cargo, Rs. 2,000.	

Statement of Wrecks and Casualties which have occurred, or have been reported, at ports in the Madras Presidency during the official year 1886-87—*cont.*

Date of casualty.	Name of vessel.	Tons.	Particulars.	Finding of the Court of Inquiry.
26th Dec. 1886.	(*Collision.*) Muchwa *Malsaprasad*, Tindal, Narain.	15½	Collided with the steamer *Simla*. Partial loss to the muchwa, about Rs. 150; to cargo, Rs. 370. Crew saved by ship's boat.	
29th Jan. 1887.	(*Stranding.*) Br. S.S. *Agra*, Master, W. Masson.	1,235	Grounded on a rock on the Santopilly coast. Total loss. Crew saved by ship's boat.	A Court of Inquiry touching the wreck of the S.S. *Agra* was held at Vizagapatam. It was of opinion that the casualty was the result of an accident brought on by the master's error of judgment in taking the course he did, and suspended his master's certificate for 3 months, and recommended the grant of a mate's certificate to him during that period.
9th Feb. „	(*Stranding.*) Butela *Dhunprasad*, Tindal, G. Heera.	61	Grounded at the Beypore river entrance when sailing out of the river. Total loss of vessel, Rs. 2,500. Partial loss of cargo, Rs. 552. Crew saved.	
7th Mar. „	(*Stranding.*) Dhoney *Stri Venkatachalapati*, Tindal, L. Narasimham.	45	Parted chains and coir cables in a southerly gale, and was beached to the northward of Gopálpur. Total loss of vessel, Rs. 700.	
10th „ „	(*Stranding.*) Dhoney *Selvaganapathy*, Tindal, Mamod.	27	Steering for the entrance to Cochin river, this vessel went aground on the south sand. Crew saved by the port boat.	
23rd „ „	(*Miscellaneous.*) Buggalow *Futtasalamet*, Tindal, Y. Hamiranee.	184	Vessel was caught near the centre of a small cyclone off Point Calimere. Jettisoned cargo, and lost anchor and 50 fathoms hawser. Loss to vessel, Rs. 2,200; cargo, Rs. 900.	
23rd „ „	(*Miscellaneous.*) Schooner *Shahgool Hamed*, Tindal, Phillips Pillay.	88	Jettisoned cargo during a cyclone, and sustained miscellaneous damages. Loss to vessel, Rs. 900; to cargo, Rs. 900.	
23rd „ „	(*Stranding.*) Dhoney *Kader Bux*, Tindal, Namcody Chetty.	95	Cast away on shore at Negapatam during a storm. Total loss of vessel, Rs. 1,500.	

APPENDIX B.

PARTICULARS of the Trade of the Ports in each District for the official year 1886-87.

Districts.	Names of Ports.	British.			Foreign.			Country or Native.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8	9	10	11
Ganjam	Gopálpur	130	172,714	Rs. A. P. 7,782 0 0	1	1,564	Rs. A. P. 220 0 0	3	404	Rs. A. P. 38 0 0
	Ganjam	..	..	..	..	..	..	..	..	..
	Sonapore	..	..	..	..	..	..	2	508	16 0 0
	Báruva	35	44,653	..	..	..	..	8	410	17 0 0
	Púndi	5	5,755	..	..	..	..	2	148	9 0 0
	Bavanapad	..	..	..	..	..	..	..	..	..
	Calingapatam	104	129,411	2,067 0 0	2	3,105	582 0 0	..	..	..
	Total ..	274	352,533	9,849 0 0	3	4,669	802 0 0	15	1,470	80 0 0
Vizagapatam	Vizagapatam	207	265,234	4,545 14 3	..	..	..	51	7,290	533 2 6
	Bimlipatam	219	284,835	7,428 0 3	4	6,466	1,011 11 3	5	701	82 1 3
	Total ..	426	550,069	11,973 14 6	4	6,466	1,011 11 3	56	7,991	615 3 9
Godávari	Cocanada	289	365,245	12,307 4 3	14	14,971	2,555 14 6	132	20,739	894 0 0
	Coringa	..	..	..	..	..	..	8	1,317	41 8 11
	Narsápur	..	..	..	..	..	..	9	505	13 12 5
	Total ..	289	365,245	12,307 4 3	14	14,971	2,555 14 6	149	22,561	949 5 4
Kistna	Masulipatam	210	276,518	6,412 15 0	1	1,026	144 5 8	185	11,959	613 2 9
	Nizampatam	..	..	..	..	..	..	43	2,140	79 11 0
	Kottapalem	..	..	..	..	..	..	110	4,367	130 12 9
	Pennumudi	..	..	..	..	..	..	7	78	1 1 6
	Moratota	..	..	..	..	..	..	..	..	..
	Bodduvanipallem	..	..	..	..	..	..	1	72	4 8 6
	Gangadipalem	..	..	..	..	..	..	2	63	4 8 0
	Ipurupálem	..	..	..	..	..	..	17	2,876	119 6 6
	Motupalli	..	..	..	..	..	..	1	14	..
	Total ..	210	276,518	6,412 15 0	1	1,026	144 5 8	366	21,569	953 3 0
Nellore	Kottapatam	12	16,998	185 10 6	..	..	..	20	1,824	36 0 6
	Rámapatam	..	..	..	..	..	..	2	462	..
	Chennayapalem	..	..	..	..	..	..	4	924	7 3 6
	Iskapalle	..	..	..	..	..	..	..	..	..
	Juvaladinne	..	..	..	..	..	..	..	..	..
	Krishnapatam	..	..	..	..	..	..	7	992	32 0 0
	Tupuli	..	..	..	..	..	..	2	241	7 9 0
	Total ..	12	16,998	185 10 6	..	..	..	35	4,443	82 13 0

Particulars of the Trade of the Ports in each district for the official year 1886-87—*continued.*

Districts.	Names of Ports.	Total. Vessels.	Total. Tonnage.	Total. Dues.	Value of Exports.	Value of Imports.	Duty on Exports.	Duty on Imports.
		12	13	14	15	16	17	18
				RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Ganjam	Gopálpur	134	174,682	8,040 0 0	33,43,105 0 0	10,81,772 0 0	5,285 0 0	1,986 0 0
	Ganjam	..	..	..	..	..	..	..
	Sonapore	2	508	16 0 0	18,786 0 0	6,160 0 0	..	..
	Báruva	43	45,063	17 0 0	39,007 0 0	2,522 0 0	..	..
	Pándi	7	5,903	9 0 0	14,425 0 0	841 0 0	..	..
	Bavanapad	..	..	..	..	..	..	..
	Calingapatam	106	132,516	2,649 0 0	6,56,429 0 0	47,923 0 0	80 0 0	410 0 0
	Total ..	292	358,672	10,731 0 0	40,71,752 0 0	11,39,218 0 0	5,365 0 0	2,396 0 0
Vizagapatam	Vizagapatam	258	272,524	5,079 0 9	15,72,309 0 0	8,15,098 0 0	..	1,526 9 2
	Bimlipatam	228	292,002	8,521 12 9	35,65,027 0 0	18,49,253 0 0	..	92 5 4
	Total ..	486	564,526	13,600 13 6	51,37,336 0 0	26,64,351 0 0	..	1,618 14 6
Godávari	Cocanada	435	400,955	15,757 2 9	93,77,953 0 0	23,98,404 0 0	16,193 14 11	2,961 3 6
	Coringa	8	1,317	41 8 11	14,032 0 0	8,831 0 0	243 12 0	..
	Narsápur	9	505	13 12 5	1,408 0 0	50 0 0	..	..
	Total ..	452	402,777	15,812 8 1	93,93,393 0 0	24,07,285 0 0	16,437 10 11	2,961 3 6
Kistna	Masulipatam	396	289,503	7,170 7 9	30,47,626 0 0	11,01,924 7 9	22,972 11 9	275 7 2
	Nizampatam	43	2,140	79 11 0	68,970 0 0	5,028 0 0	..	..
	Kottapalem	110	4,367	130 12 9	8,033 0 0	21,172 0 0	..	..
	Pennumudi	7	78	1 1 6	384 0 0	288 0 0	..	..
	Moratota	..	..	..	..	..	..	..
	Bodduvanipallem	1	72	4 8 6	2,272 0 0	..	..	..
	Gangadipalem	2	63	4 8 0	4,412 0 0	..	..	..
	Ipurupálem	17	2,876	119 6 6	22,324 0 0	24,224 0 0	..	..
	Motupalli	1	14	..	..	..	..	..
	Total ..	577	299,113	7,510 7 8	31,54,021 0 0	11,52,636 7 9	22,972 11 9	275 7 2
Nellore	Kottapatam	32	18,822	221 11 0	1,91,990 0 0	12,845 0 0	..	..
	Rámapatam	2	462	..	..	..	..	..
	Chennayapalem	4	924	7 3 6	..	..	..	..
	Iskapalle	..	..	..	..	..	..	..
	Juvaladinne	..	..	..	..	..	..	..
	Krishnapatam	7	992	32 0 0	..	..	..	..
	Tupuli	2	241	7 9 0	..	..	..	..
	Total ..	47	21,441	268 7 6	1,95,636 0 0	12,845 0 0	..	..

Particulars of the Trade of the Ports in each district for the official year 1886-87—*continued.*

Districts.	Names of Ports.	British. Vessels.	British. Tonnage.	British. Dues.	Foreign. Vessels.	Foreign. Tonnage.	Foreign. Dues.	Country or Native. Vessels.	Country or Native. Tonnage.	Country or Native. Dues.
1	2	3	4	5	6	7	8	9	10	11
				RS. A. P.			RS. A. P.			RS. A. P.
South Arcot	Merkánam	..	..	..	..	..	..	..	..	..
	Cuddalore	91	124,725	3,130 0 0	..	..	..	108	10,825	629 0 0
	Porto Novo	20	30,026	762 0 0	17	23,069	1,522 0 0	72	8,263	567 0 0
	Total ..	111	154,751	3,892 0 0	17	23,069	1,522 0 0	180	19,088	1,196 0 0
Tanjore	Thirumalavasal	11	16,256	..	..	..	..	40	5,018	210 10 2
	Tranquebar	4	2,596	674 4 0	..	..	..	35	6,001	389 11 4
	Nagore	..	..	..	..	..	..	39	5,264	186 15 3
	Negapatam	255	347,175	12,647 15 10	30	32,050	1,646 4 0	407	50,524	2,831 10 3
	Velangani	..	..	..	..	..	..	16	2,686	95 15 9
	Topeturai	..	..	..	..	..	..	339	6,160	153 10 9
	Mutupet	..	..	..	..	..	..	135	11,374	397 1 6
	Adirámpatnam	..	..	..	..	..	..	207	14,831	493 5 4
	Ammapatnam	..	..	..	..	..	..	98	6,200	208 11 6
	Kottapatnam	..	..	..	..	..	..	56	4,101	130 1 9
	Total ..	270	366,027	13,322 3 10	30	32,050	1,646 4 0	1,372	112,159	5,097 13 7
Madura	Pámban	22	5,170	2 5 6	..	..	..	2,817	94,072	1,796 11 0
	Kílakarai	..	..	..	..	..	..	859	28,303	933 10 9
	Tondi	..	..	..	..	..	..	474	23,973	469 7 9
	Devipatam	..	..	..	..	..	..	1,779	63,981	266 15 6
	Total ..	22	5,170	2 5 6	..	..	..	5,929	210,329	3,466 13 0
Tinnevelly	Tuticorin	155	208,738	20,932 15 6	5	4,563	392 13 3	1,003	50,537	1,432 5 11
	Kulasekharapatnam	..	..	..	..	..	..	955	32,763	451 11 3
	Káyalpatnam	..	..	..	..	..	..	329	8,628	148 12 7
	Total ..	155	208,738	20,932 15 6	5	4,563	392 13 3	2,287	91,928	2,032 13 9
Malabar	Cannanore	129	167,788	667 9 6	9	1,453	150 2 3	2,092	50,263	1,118 11 0
	Tellicherry	177	227,457	3,461 10 0	27	3,262	585 9 0	1,646	46,131	1,050 15 6
	Kallai	8	12,022	..	1	92	5 12 0	550	14,829	307 13 0
	Badagara	57	85,965	..	1	487	30 7 0	762	27,378	772 10 0
	Quilandi	..	..	..	1	588	..	518	15,147	420 4 10
	Calicut	178	244,377	8,120 1 0	63	8,207	1,270 2 0	3,629	165,114	4,819 6 3
	Beypore	68	89,961	2,252 13 0	..	..	..	2,055	77,811	1,948 10 6
	Tánúr	..	..	..	1	77	9 10 0	156	4,680	128 4 0
	Ponáni	..	..	..	..	..	..	694	41,954	1,196 9 0
	Chávakád	..	..	..	..	..	..	18	2,096	65 15 0
	Cochin	220	265,711	32,656 3 6	37	11,116	1,551 15 0	2,385	101,582	3,697 7 0
	Total ..	837	1,093,281	47,158 5 0	140	25,282	3,603 9 3	14,505	546,985	15,526 10 1

Particulars of the Trade of the Ports in each district for the official year 1886-87—*continued.*

Districts.	Names of Ports.	Total.			Value of		Duty on	
		Vessels.	Tonnage.	Dues.	Exports.	Imports.	Exports.	Imports.
		12	13	14	15	16	17	18
				RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
South Arcot	Merkánam	..	..	..	..	..	..	..
	Cuddalore	199	135,550	3,759 0 0	26,78,598 0 0	7,44,031 0 0	4,409 0 0	..
	Porto Novo	109	61,358	2,851 0 0	7,45,065 0 0	1,41,321 0 0	19,676 0 0	..
	Total ..	308	196,908	6,610 0 0	34,23,663 0 0	8,85,352 0 0	24,085 0 0	..
Tanjore	Thirumalavasal	51	21,274	210 10 2	4,87,912 0 0	6,268 0 0	32,300 6 10	..
	Tranquebar	39	8,597	1,063 15 4	3,70,734 0 0	3,737 0 0	31,165 3 11	..
	Nagore	39	5,264	186 15 3	18,036 0 0	9,015 0 0	77 10 0	..
	Negapatam	692	429,749	17,125 14 1	70,27,313 0 0	38,90,394 0 0	1,86,687 10 2	1,828 14 0
	Velangani	16	2,686	95 15 9	83,571 0 0	..	5,224 3 6	..
	Topeturai	339	6,160	153 10 9	1,17,775 0 0	24,868 0 0	5,504 13 3	..
	Mutupet	135	11,374	397 1 6	5,00,534 0 0	15,670 0 0	35,645 9 0	..
	Adirámpatnam	207	14,831	493 5 4	3,40,126 0 0	1,40,332 0 0	28,159 3 0	..
	Ammápatnam	98	6,200	208 11 6	1,64,112 0 0	21,673 0 0	16,156 5 6	..
	Kottapátnam	56	4,101	130 1 9	1,75,535 0 0	22,605 0 0	13,738 8 1	..
	Total ..	1,672	510,236	20,066 5 5	92,85,648 0 0	41,34,562 0 0	3,54,660 9 3	1,828 14 0
Madura	Pámban	2,839	99,242	1,799 0 6	2,31,493 14 0	2,75,080 0 0	296 13 11	23 0 0
	Kílakarai	859	28,303	933 10 9	1,04,635 8 0	1,70,506 0 0	116 5 0	..
	Tondi	474	23,973	469 7 9	48,705 1 0	1,83,615 12 0	2,010 13 6	1 8 0
	Devipatam	1,779	63,981	266 15 6	92,358 5 0	74,814 0 0	1,153 4 3	18 12 0
	Total ..	5,951	215,499	3,469 2 6	4,77,192 12 0	7,04,015 12 0	3,577 4 8	43 4 0
Tinnevelly	Tuticorin	1,163	263,838	22,858 2 8	1,33,18,281 0 0	38,71,898 0 0	19,587 7 6	3,728 3 7
	Kulasekharapatnam	955	32,763	451 11 3	5,12,564 0 0	3,59,306 0 0	11 4 0	..
	Káyalpatnam	329	8,628	148 12 7	85,056 0 0	65,259 0 0	..	..
	Total ..	2,447	305,229	23,458 10 6	1,39,15,901 0 0	42,96,463 0 0	19,598 11 6	3,728 3 7
Malabar	Cannanore	2,230	219,504	1,936 6 9	14,10,814 0 0	23,87,745 0 0	..	972 2 8
	Tellicherry	1,850	276,850	5,098 2 6	1,00,48,052 0 0	34,73,204 0 0	..	1,518 10 6
	Kallai	559	26,943	313 9 0	66,972 0 0	2,14,440 0 0	..	..
	Badagara	820	113,830	803 1 0	10,18,842 0 0	8,54,691 0 0	..	17 10 7
	Quilandi	519	15,735	420 4 10	1,43,478 0 0	1,62,698 0 0	..	..
	Calicut	3,870	417,698	14,209 9 3	82,61,862 0 0	42,58,366 0 0	350 15 9	6,273 14 3
	Beypore	2,123	167,772	4,201 7 6	41,48,582 0 0	6,41,623 0 0	..	1,360 13 7
	Tánúr	157	4,757	137 14 0	94,775 0 0	2,535 0 0	..	..
	Ponáni	694	41,954	1,196 9 0	4,47,096 0 0	2,56,732 0 0	..	..
	Chávakád	18	2,096	65 15 0	13,676 0 0	..	..	..
	Cochin	2,642	378,409	37,905 9 6	80,13,454 0 0	48,83,735 0 0	357 15 4	13,499 2 3
	Total ..	15,482	1,665,548	66,288 8 4	3,36,67,603 0 0	1,71,35,769 0 0	708 15 1	23,642 5 10

Particulars of the Trade of the Ports in each district for the official year 1886-87—*continued.*

Districts.	Names of Ports.	British.			Foreign.			Country or Native.		
		Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.
1	2	3	4	5	6	7	8	9	10	11
				RS. A. P.			RS. A. P.			RS. A. P.
South Canara	Mangalore	90	113,650	2,757 12 0	145	7,081	514 1 8	3,921	106,646	2,617 10 2
	Mulki	..	..	..	1	38	2 6 6	609	12,954	125 6 3
	Manjeshwar	..	..	..	..	..	..	159	2,964	41 3 9
	Kumbla	..	..	..	..	..	..	206	3,657	32 8 5
	Kásaragód	..	..	..	..	..	..	666	8,173	44 15 11
	Udipi	..	..	..	60	1,202	36 3 10	813	12,110	177 3 0
	Bárkúr	..	..	..	252	5,407	149 14 6	634	9,949	137 3 10
	Coondapoor	..	..	..	7	114	3 15 1	1,626	24,585	371 13 10
	Baindur	..	..	..	..	..	..	379	5,596	43 11 0
	Total ..	90	113,650	2,757 12 0	465	13,842	706 9 7	9,013	186,634	3,591 12 2
Madras	Madras	482	789,958	1,38,372 0 0	73	79,429	6,859 0 0	238	32,930	1,303 0 0

Districts.	Names of Ports.	Total.			Value of		Duty on	
		Vessels.	Tonnage.	Dues.	Exports.	Imports.	Exports.	Imports.
		12	13	14	15	16	17	18
				RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
South Canara	Mangalore	4,156	227,377	5,889 7 10	73,87,509 0 0	27,38,264 0 0	1,843 6 6	2,927 1 9
	Mulki	610	12,992	127 12 9	2,16,720 0 0	65,069 0 0	..	0 5 2
	Manjeshwar	159	2,964	41 3 9	1,06,669 0 0	7,683 0 0	..	..
	Kumbla	206	3,657	32 8 5	85,438 0 0	27,329 0 0	..	..
	Kásaragód	666	8,173	44 15 11	91,663 0 0	91,774 0 0	..	..
	Udipi	873	13,312	213 6 10	5,05,424 0 0	4,49,851 0 0	..	..
	Bárkúr	886	15,356	287 2 4	4,94,812 0 0	1,74,410 0 0	..	3 6 10
	Coondapoor	1,633	24,699	375 12 11	4,37,059 0 0	1,91,057 0 0	2,637 0 0	..
	Baindur	379	5,596	43 11 0	59,649 0 0	23,188 0 0	..	..
	Total ..	9,568	314,126	7,056 1 9	93,84,943 0 0	37,68,625 0 0	4,480 6 6	2,930 13 9
Madras	Madras	793	902,317	1,46,534 0 0	6,29,86,841 0 0	4,47,93,241 0 0	6,63,533 0 0	3,355 0 0

APPENDIX C.

STATEMENT showing the Receipts, Disbursements, and Balances connected with Port Charges and Dues in the various Ports of the Presidency of Fort St. George under the operation of Act XII of 1875, from 1st April 1886 to 31st March 1887.

Names of Ports.	Balance on 31st March 1886		For this year.				Balance on 31st March 1887	
	At credit.	At debit.	Receipts.	Charges.	Excess.	Deficit.	At credit.	At debit.
EASTERN GROUP.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Ganjam	..	8,061 10 10	..	69 11 3	..	69 11 3	..	8,131 6 1
Gopálpur	50,086 13 3	..	42,677 2 3	1,37,584 4 8	..	94,907 2 5	..	44,820 5 2
Sonapore	..	386 3 10	28 12 0	258 11 4	..	229 15 4	..	616 3 2
Báruva	1,766 11 3	..	17 6 3	284 11 5	..	267 5 2	1,499 6 1	..
Pándi	..	352 9 7	68 6 2	128 13 5	..	60 7 3	..	413 0 10
Bapanapadu	88 5 0	..	8 5 6	17 11 3	..	9 5 9	78 15 3	..
Calingapatam	19,962 0 9	..	2,756 9 4	3,725 14 10	..	969 5 6	18,992 11 3	..
Conada	..	..	..	..	..	..	..	..
Bimlipatam	44,094 0 6	..	8,603 3 7	31,534 0 0	..	22,930 12 5	21,163 4 1	..
Vizagapatam	..	12,239 9 2	5,085 0 9	6,434 8 4	..	1,349 7 7	..	13,589 0 9
Pudimadaka	5 3 2	..	0 2 3	..	0 2 3	..	5 5 5	..
Pentakota	63 13 1	..	38 0 0	..	38 0 0	..	101 13 1	..
Uppadu	..	..	..	..	..	..	..	..
Cocanada	..	76,061 14 8	21,200 6 5	26,959 9 2	..	5,759 2 9	..	81,821 1 5
Coringa	856 3 2	..	41 8 11	..	41 8 11	..	897 12 1	..
Bendamanlanka	..	..	..	..	..	..	..	..
Narsápur	351 14 6	..	13 9 5	..	13 9 5	..	365 7 11	..
Parupálem	..	..	..	..	..	..	..	..
Masulipatam	..	11,752 6 11	7,371 2 9	9,071 8 3	..	1,700 5 6	..	13,452 12 5
Penumudi	8 10 3	..	1 1 6	..	1 1 6	..	9 11 9	..
Moratota	7 13 6	..	..	..	..	..	7 13 6	..
Nagayalanka	..	..	..	..	..	..	..	..
Kottapálem	170 10 6	..	103 10 3	..	103 10 3	..	274 4 9	..
Gangadipálem	3 0 6	..	4 8 0	..	4 8 0	..	7 8 6	..
Nizampatam	1,417 6 6	..	216 7 8	..	216 7 8	..	1,633 14 2	..
Ipurupálem	1,558 14 0	..	254 7 9	..	254 7 9	..	1,813 5 9	..
Badduranipálem	..	..	4 8 6	..	4 8 6	..	4 8 6	..
Motupalli	..	..	..	..	..	..	..	..
Pulicat	..	6,455 15 1	1,863 6 10	4,216 15 1	..	2,353 8 3	..	8,809 7 4
Ennore	32 8 9	..	..	..	..	..	32 8 9	..
Covelong	91 14 9	..	98 0 3	..	98 0 3	..	189 15 0	..
Kanuparti	652 0 7	..	..	..	..	..	652 0 7	..
Kottapatam	2,409 14 11	..	281 7 7	55 14 2	225 9 5	..	2,635 8 4	..
Itamukkala	5 4 1	..	..	..	..	..	5 4 1	..
Pákala	335 15 4	..	11 1 8	12 5 6	..	1 3 10	334 11 6	..
Ramayapatam	524 8 10	..	24 12 1	56 1 1	..	31 5 0	493 3 10	..
Connayapatam	0 4 3	..	7 3 6	..	7 3 6	..	7 7 9	..
Tummalapenta	6 8 6	..	..	..	..	..	6 8 6	..
Juvaladinne	12 7 3	..	..	..	..	..	12 7 3	..
Iskápalle	227 8 6	..	15 9 0	1 4 9	14 4 3	..	241 12 9	..
Ponnapudi	40 4 10	..	..	..	..	..	40 4 10	..
Mypaud	12 0 0	..	..	..	..	..	12 0 0	..
Kistnapatam	647 14 8	..	94 1 5	5 2 9	88 14 8	..	736 13 4	..
Pamanji	67 13 0	..	..	..	..	..	67 13 0	..
Tupili	15 2 10	..	7 9 0	..	7 9 0	..	22 11 10	..
Dugarázpatnam	..	9,521 11 10	1,261 13 0	3,426 8 6	..	2,164 11 6	..	11,686 7 4
Pádi	21 13 2	..	..	10 15 6	..	10 15 6	10 13 8	..
Merkánam	242 12 5	..	51 12 0	2 0 0	49 12 0	..	292 8 5	..
Cuddalore	5,491 7 7	..	4,320 8 2	2,178 14 7	2,141 9 7	..	7,633 1 2	..
Porto Novo	7,766 13 7	..	4,124 4 2	2,041 1 6	2,083 2 8	..	9,850 0 3	..
Tirumalavasel	1,440 13 6	..	208 5 8	56 14 8	151 7 0	..	1,592 4 6	..
Kodiumpallium	68 10 0	..	14 11 6	..	14 11 6	..	83 5 6	..
Tranquebar	11,076 11 10	..	1,082 10 0	1,851 7 3	..	768 13 3	10,307 14 7	..
Nagore	2,661 11 9	..	186 15 3	..	186 15 3	..	2,848 11 0	..
Negapatam	72,504 13 9	..	17,797 2 11	14,357 5 9	3,439 13 2	..	75,944 10 11	..
Velangani	536 2 1	..	95 15 9	24 6 10	71 8 11	..	607 11 0	..
Thopputorai	1,595 14 11	..	214 4 1	41 1 9	173 2 4	..	1,769 1 3	..
Point Calimere	411 4 1	..	88 4 0	..	88 4 0	..	499 8 1	..
Muttupettai	..	3,489 10 11	397 15 11	69 13 7	328 2 4	..	..	3,161 8 7
Adirámpatnam	1,783 6 11	..	497 14 11	96 10 2	401 4 9	..	2,184 11 8	..
Gopalapatam	7 8 3	..	1 12 0	1 12 7	..	0 0 7	7 7 8	..
Kattumavadi	76 1 0	..	16 10 0	..	16 10 0	..	92 11 0	..
Kristnajeepatam	159 15 0	..	55 7 9	8 13 1	46 10 8	..	206 9 8	..
Ammapatam	466 3 9	..	143 12 9	28 3 11	115 8 10	..	581 12 7	..
Kottaipatam	613 5 3	..	128 5 9	28 7 10	99 13 11	..	713 3 2	..
Sundrapandiapatam	2 1 0	..	..	..	..	..	2 1 0	..
Vaippur	49 3 1	..	9 8 0	2 4 9	7 3 3	..	56 6 4	..
Tuticorin	2,77,414 14 1	..	28,460 9 6	12,760 12 3	15,699 13 3	..	2,93,114 11 4	..
Koilpatam	719 9 0	..	148 12 7	34 6 9	114 5 10	..	833 14 10	..
Kulasekharapatnam	1,658 15 5	..	465 12 7	83 0 0	382 12 7	..	2,041 12 0	..
Pasipatam	..	1 4 4	..	..	..	..	..	1 4 4
Damodarapatnam	..	..	..	..	..	..	..	..
Tondi	2,549 10 4	..	446 10 0	78 4 7	368 5 5	..	2,917 15 9	..
Nambudalai	26 8 10	..	15 11 6	3 10 7	12 0 11	..	38 9 9	..
Pudupatam	44 14 10	..	8 14 3	1 0 4	7 13 11	..	52 12 9	..
Carungudu	12 11 10	..	..	..	..	..	12 11 10	..
Tirupalakudi	18 13 1	..	..	..	..	..	18 13 1	..
Davipatam	1,368 12 8	..	267 8 6	65 5 1	202 3 5	..	1,571 0 1	..
Mudiapatam	..	14 12 2	..	..	..	..	..	14 12 2
Attangarai	22 4 7	..	12 4 6	3 1 1	9 3 5	..	31 8 0	..
Emanagudu	38 2 10	..	5 2 6	1 4 7	3 13 11	..	42 0 9	..
Pillaimadam	33 2 1	..	7 11 0	1 14 9	5 12 3	..	38 14 4	..
Pámban	22,908 10 1	..	14,456 8 9	8,482 4 0	5,974 4 9	..	28,882 14 10	..
Rámesvaram	190 7 7	..	85 13 6	18 0 3	67 13 3	..	258 4 10	..
Mandapam	1,280 9 2	..	177 10 1	51 10 5	125 15 8	..	1,406 8 10	..
Vedalai	259 1 9	..	71 10 0	24 3 0	47 7 0	..	306 8 9	..
Marakayapatam	102 7 2	..	24 4 11	7 7 1	16 13 10	..	119 5 0	..
Muttupettai	166 6 4	..	45 1 3	6 3 9	38 13 6	..	205 3 10	..
Kílakarai	3,465 11 6	..	881 7 1	150 10 7	730 12 6	..	4,196 8 0	..
Eruvadi	443 2 9	..	107 2 3	26 12 6	80 5 9	..	523 8 6	..
Valinokum	173 7 4	..	44 9 9	14 4 1	30 5 8	..	203 13 0	..

Statement showing the Receipts, Disbursements, and Balances connected with Port Charges and Dues, &c.—*continued.*

Names of Ports.	Balance on 31st March 1886		For this year.				Balance on 31st March 1887	
	At credit.	At debit.	Receipts.	Charges.	Excess.	Deficit.	At credit.	At Debit.
WESTERN GROUP.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Cochin	1,64,657 15 11	..	43,012 0 1	11,252 14 8	31,759 1 5	..	1,96,417 1 4	..
Attaprom	24 7 9	..	3 1 0	..	3 1 0	..	27 8 9	..
Kurkuyi	6 3 0	..	..	..	..	..	6 3 0	..
Madayi	..	..	..	..	..	..	..	..
Attakuyi	..	..	..	..	..	..	..	..
Chowghat	832 14 0	..	76 6 0	23 2 4	53 3 8	..	886 1 8	..
Valliangode	..	..	..	..	..	..	..	..
Ponáni	6,265 8 0	..	2,305 9 0	87 15 5	2,217 9 7	..	8,483 1 7	..
Kuttayi	14 8 0	..	..	..	..	..	14 8 0	..
Parony	31 3 6	..	..	..	..	..	31 3 6	..
Tanúr	436 4 10	..	127 13 0	33 14 6	93 14 6	..	530 3 4	..
Perpengadi	*146 3 0*	..	*10 1 0*	9 7 9	0 9 3	..	146 12 3	..
Cadalondi	*5 12 0*	..	..	..	..	..	5 12 0	..
Beypore	7,475 0 10	..	4,261 11 11	1,046 9 9	3,215 2 2	..	10,690 3 0	..
Molankadava	..	..	..	..	..	..	..	..
Calicut	24,299 13 5	..	14,438 2 2	8,728 6 7	5,709 11 7	..	30,009 9 0	..
Pundiangadi	1 5 0	..	..	..	..	..	1 5 0	..
Ellatúr	..	..	..	..	..	..	..	..
Kapat	..	..	..	..	..	..	..	..
Quilandi	3,083 5 9	..	420 3 0	61 14 7	358 4 5	..	3,441 10 2	..
Kollam	..	..	..	..	..	..	..	..
Cuddalore	..	..	..	..	..	..	..	..
Trikodi	103 13 6	..	29 1 9	..	29 1 9	..	132 15 3	..
Kottakal	220 10 0	..	45 7 3	4 6 9	41 0 6	..	261 10 6	..
Badagara	6,612 14 6	..	728 8 0	101 14 9	626 9 3	..	7,239 7 9	..
Muttungal	..	..	..	..	..	..	..	..
Chombayi	..	..	..	..	..	..	..	..
Kallai	1,237 7 8	..	313 9 0	69 1 6	244 7 6	..	1,481 15 2	..
Talai	33 14 0	..	2 2 0	..	2 2 0	..	36 0 0	..
Tellicherry	27,553 9 5	..	5,089 3 6	3,128 4 3	1,960 15 3	..	29,514 8 8	..
Dharmapatnam	141 15 11	..	48 13 0	9 10 10	39 2 2	..	181 2 1	..
Egara	4 0 0	..	..	..	..	..	4 0 0	..
Cannanore	15,311 8 3	..	1,787 5 2	2,912 10 8	..	1,125 5 6	14,186 2 9	..
Pudiangadi	904 4 1	..	11 13 3	..	11 13 3	..	916 1 4	..
Baliapatam	1,302 10 0	..	225 4 6	56 9 8	168 10 10	..	1,471 4 10	..
Etticollam	115 7 11	..	20 13 6	..	20 13 6	..	136 5 5	..
Kavai	9 9 0	..	..	..	..	..	9 9 0	..
Hosdrug	..	..	..	..	..	..	..	..
Bekal	..	..	..	..	..	..	..	..
Kásaragód	252 11 8	..	124 11 0	32 4 0	92 7 0	..	345 2 8	..
Kumbla	226 0 2	..	45 4 9	10 8 1	34 12 8	..	260 12 10	..
Manjeshwara	384 13 0	..	46 2 7	12 11 9	33 6 10	..	418 3 10	..
Mangalore	31,877 0 10	..	6,299 10 2	6,893 14 6	..	594 4 4	31,282 12 6	..
Mulki	672 6 0	..	142 1 6	33 4 4	108 13 2	..	781 3 2	..
Padubidri	10 10 11	..	7 12 3	..	7 12 3	..	18 7 2	..
Yermal	..	..	..	..	..	..	..	..
Uchil	..	..	..	..	..	..	..	..
Kap	..	..	..	..	..	..	..	..
Uddyavar	..	..	..	..	..	..	..	..
Malpé	1,486 14 2	..	272 7 4	47 6 5	225 0 11	..	1,711 15 1	..
Bárkúr or Hangarkotta	1,104 2 9	..	320 14 2	82 9 11	238 4 3	..	1,342 7 0	..
Kundapura	1,624 2 6	..	442 4 7	67 11 6	374 9 1	..	1,998 11 7	..
Naikinkútta	27 5 7	..	..	..	..	..	27 5 7	..
Baindur	232 8 9	..	51 11 0	8 3 7	43 7 5	..	276 0 2	..
Serur	..	..	..	..	..	..	..	..
Total	8,44,130 0 9	1,28,337 13 4	2,48,039 0 1	3,01,173 15 3	82,168 5 6	1,35,303 4 8	8,49,174 9 10	1,86,517 5 7
Net credit balance at Outports	7,15,792 3 5	..	..	..	..	..	6,62,657 4 3	..
Madras	2,01,293 14 0	..	1,83,527 8 0	1,45,601 1 5	37,926 6 7	..	2,39,220 4 7	..
Net credit balance at Madras	2,01,293 14 0	..	..	..	..	..	2,39,220 4 7	..
Cocanada (under Act III of 1883)	4,316 6 0	..	8,421 3 2	7,573 5 7	847 13 7	..	5,164 3 7	..

ABSTRACT.

	RS.	A.	P.
Net credit balance at Outports	6,62,657	4	3
Do. do. at Madras	2,39,220	4	7
Total Ne credit balance	9,01,877	8	10

D.

STATEMENT showing the various Government Vessels, &c., under the Madras Government in the year 1886-87.

Detail of vessels.	Tonnage of each vessel and horse-power if a steamer.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.	Remarks.
1	2	3	4	5	6	7
Sea-going Vessels.				RS. A. P.		
Steam Tug "Madras" ..	Tonnage 197, horse-power 150.	3	19	18,743 5 5	..	
S.S. "Margaret Northcote."	Tonnage 60, horse-power 30.	..	11	3,123 14 7	..	
Boat "Pearl"	Tonnage 15.	..	..	..	..	No permanent crew employed.
Steam Launch "Empress."	Do. 13, horse-power 4.	..	..	66 4 0	..	
River-going Vessels.						
Steam Dredge (Priestman's).	Horse-power 10.	1	13	4,618 1 1	..	

E.

STATEMENT showing the number of Officers and Men employed otherwise than in Government vessels in the Marine Department under the Government of Madras during the official year 1886-87.

Establishments.	Number of officers.	Number of men.	Total annual cost.	Total annual earnings.	Remarks.
1	2	3	4	5	6
Presidency Establishments.			RS.	RS.	
Port establishment		101	36,919	..	
Light-house establishment		9	2,292	..	
Sub-Marine Divers' establishment ..		3	1,774	..	
Tide Gauge do. ..		2	564	..	
Semaphore Signaller's do. ..		1	180	..	
Stockade do. ..		1	84	..	
Telephone do. ..		1	420	..	
Port Pilots' do. ..	3	*23	8,252	..	* Additional crew engaged under G.O., No. 373, dated 9th July 1886.
Marine Police do. ..		..	†3,137	..	† Unknown. The amount represents the moiety of the cost of the establishment.
Marine Dispensary do. ..		2	2,832	..	
Outports Establishments.					
Port Officers' and Conservators' establishments.	18	145	‡87,133	..	‡ This includes salary of Superintendent. Dredging operations for 10 months.
Light-houses' establishment	..	79	14,442	..	
Pilotage receipts	..	..	..	§ 15,434	§ Government share.

F.

STATEMENT showing the changes of Masters endorsed on Registers of Vessels under Act X of 1841 and the Merchant Shipping Act, from 1st April 1886 to 31st March 1887, in the various districts of the Madras Presidency.

Districts.	No. of vessels on the registers of which changes of Masters have been endorsed.	Amount of fees.
		RS.
Madras	10	20
Ganjam	..	..
Vizagapatam	1	2
Godávari	11	22
Kistna	2	..
Nellore	..	..
Chingleput	..	..
South Arcot	11	22
Tanjore	36	72
Madura	29	58
Tinnevelly	13	26
Malabar	20	40
South Canara	38	76
Total ..	171	338

G.

STATEMENT showing the number of Vessels registered under Act X of 1841, from 1st April 1886 to 31st March 1887, in the various districts of the Madras Presidency.

Districts.	Total number of vessels.	Total tonnage.	Total amount of fees.
			RS. A. P.
Madras	2	$404\frac{1}{2}$	50 10 0
Ganjam	..	..	..
Vizagapatam	3	$138\frac{38}{130}$	21 0 0
Godávari	3	$92\frac{75}{130}$	19 0 0
Kistna	..	..	..
Nellore	..	..	..
Chingleput	3	$832\frac{241}{520}$	104 1 3
South Arcot	16	$2,179\frac{1}{2}$	275 8 0
Tanjore	11	$877\frac{80}{130}$	110 10 0
Madura	7	$619\frac{11}{130}$	81 15 0
Tinnevelly	28	$1,472\frac{9}{650}$	265 15 0
Malabar	26	$575\frac{177}{260}$	154 0 0
South Canara	—	—	—
Total ..	99	$7,191\frac{1891}{2600}$	1,082 11 3

ORDER—dated 26th September 1887, No. 428, Marine.

No Marine Acts were passed during the year 1886-87, but Parts I and II of the Madras Harbour Trust Act (II of 1886), passed in the previous official year, were brought into force on the 1st May 1886, and the remaining parts on the 1st June.

The Harbour Trust Board constituted under this Act accordingly assumed charge of the artificial harbour on the latter date, and the balance of the harbour dues collections, amounting to Rs. 5,46,279, was made over to them.

2. The statement given in the margin shows the receipts and charges under Port Funds at Madras and the 146 out-ports during the last two years. The increase of charges at Madras has not been explained; that at the out-ports was due to the large expenditure (Rs. 1,12,657) on the Gopalpur pier at present under construction. The accounts of the outports at the close of the year showed a net credit balance of Rs. 6,62,657 against Rs. 7,15,792 at its commencement, while the Madras Port Fund opened with a balance of Rs. 2,01,294 and closed with one of Rs. 2,39,220. Among the out-ports, Tuticorin has now a credit balance of no less than Rs. 2,93,115, and balances are also large at the following ports:—Negapatam (Rs. 75,945), Pamban (Rs. 28,883), Calicut (Rs. 30,010), Tellicherry (Rs. 29,515), and Mangalore (Rs. 31,283). The Port Officer has lately been directed to report as to the utilization of the balance at Negapatam. He will now submit proposals for the employment of the surplus funds of the other ports above-mentioned. Twelve out-ports closed the year with a debit balance, the largest deficits being at Gopalpur (Rs. 44,820), and Cocanada (Rs. 81,821). The pier now in progress at the former port, and the extension of the groynes at the latter, account for this large excess of expenditure over receipts. The Government observe, however, that there are considerable variations between the figures given in Appendix C of the report and the accounts furnished by the Accountant-General, as shown below:—

	Receipts.	Charges.
Madras.	Rs.	Rs.
1885-86	1,82,398	1,24,958
1886-87	1,83,527	1,45,601
Out-ports.		
1885-86	2,04,510	2,95,191
1886-87	2,48,039	3,01,174
Grand Total.		
1885-86	3,86,908	4,20,149
1886-87	4,31,566	4,46,775

Accounts, 1886-87.	Act XII of 1875.		Act III of 1883.	
	Accountant-General.	Administration Report.	Accountant-General.	Administration Report.
	Rs.	Rs.	Rs.	Rs.
Opening balance ..	9,29,217	9,17,086	4,427	4,316
Receipts	3,83,730	4,31,567	8,311	8,421
Charges	4,16,400	4,46,775	7,565	7,573
Closing balance ..	8,96,547	9,01,878	5,173	5,164

The discrepancies should be explained, and efforts made to secure agreement between the two sets of figures in future.

3. It is further observed that the Port Officer's administration reports give no information upon the following points:—

(i) The manner in which the administration charges are distributed among the various ports.

(ii) How payments of port dues for a group of out-ports are divided among the individual members of that group.

(iii) How the year's expenditure is distributed among the various heads, such as Public Works, Port conveniences and improvements, Light-houses, Pilots, Boats, &c. These matters must be fully explained in future, and a detailed classified abstract, in the form given in Appendix B of the Government of India Finance and Revenue Accounts for 1885-86, should be furnished with each yearly report. Such a statement for 1886-87 should be furnished without delay.

4. The following statement shows the number of vessels visiting Madras and the out-ports during the last 5 years, their total tonnage, and the amount of port dues paid by them:—

Years.	Vessels.	Tonnage.	Dues.
			Rs.
1882-83	37,864	4,954,331	3,15,595
1883-84	39,494	5,275,462	3,38,683
1884-85	42,688	5,155,734	3,29,445
1885-86	39,588	5,430,173	3,26,735
1886-87	38,075	5,756,392	3,21,307

The year under report thus shows a decrease in the number of vessels and in the amount of dues, but an increase in the gross tonnage. The decrease of the number of vessels, as will be seen from the subjoined statement, occurs mainly under Native ships, and has not been explained, in spite of the remark made in paragraph 3 of G.O., dated 21st August 1886, No. 466, reviewing the last year's report. Explanation should now be furnished without delay. The number of British vessels increased by 393:—

Years.	British.	Foreign.	Native.	Total.
1884-85	2,458	775	39,455	42,688
1885-86	2,785	857	35,946	39,588
1886-87	3,178	752	34,145	38,075

The out-ports most visited by British ships were Cocanada, Negapatam, Cochin, Bimlipatam, Masulipatam, and Vizagapatam. The number of vessels registered under Act X of 1841 was 99, against 135 in 1885-86.

5. The value of imports and exports at Madras and the out-ports, and the amount of Customs revenue obtained during the last two years, are given below, showing an improvement in 1886-87 both in the value of the trade and the amount of Sea Customs revenue:—

—	Value of Exports and Imports.		Customs Revenue.	
	1885-86.	1886-87.	1885-86.	1886-87.
	Rs.	Rs.	Rs.	Rs.
Madras	9,73,04,182	10,77,80,082	4,86,233	6,66,888
Outports	11,99,77,452	13,04,08,211	3,59,978	4,91,311
Total ..	21,72,81,634	23,81,88,293	8,46,211	11,58,199

The outports enjoying the largest trade are Tuticorin, Tellicherry, Cochin, Calicut, Cocanada, Negapatam, and Mangalore, in the order named.

The dues collected were 0·13 per cent. of the total value of the trade, both at the out-ports and at Madras.

6. There were 56 shipping casualties during the year, against 28 in 1885-86. In all twelve lives were lost. Marine Courts of Inquiry were held in the case of the barque *Nonpareil* (wrecked on the north harbour groyne at Madras in the cyclone of 23rd May 1886), the barque *Sir Henry Havelock* (destroyed by fire in the Narrakal Roads in May 1886), and the S.S. *Agra* (wrecked in the vicinity of the Santopilly reef in January 1887), with the results detailed in the Port Officer's letter.

7. Madras was visited by three cyclones during the year, viz., on the 23rd May, on the 9th November, and on the 9th December 1886, that of the 9th November being the most severe. Orders were issued in September 1886 for the adoption at the Madras ports of a system of storm-signals prepared by the Meteorological Reporter to the Government of India.

(True Extract.)

Ag. Chief Secretary.

To the Port Officer, Madras.
" Accountant-General.
" Chairman, Harbour Trust Board.
" " Chamber of Commerce.
" Public Works Department.
" Revenue Department.

Exd. A. Raitt.